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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after DECEMBER 8TH, 1929, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 2 A.M.	No. 4 A.M.	No. 10 A.M.	No. 10A A.M.	No. 6 A.M.	No. 12 A.M.	No. 14 P.M.	No. 16 P.M.	No. 18 P.M.	No. 22 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon..Dep.	6.40	8.05	9.30	9.08	9.15	10.00	12.10	1.15	3.25	2.50	4.30	5.40	7.36
Yanmati..Dep.	6.48	—	—	—	9.25	10.08	12.18	1.23	—	—	4.38	5.48	7.44
Shatin ...Dep.	7.01	—	—	—	9.38	10.20	12.30	1.35	—	—	4.50	6.00	7.56
Taipo ...Dep	7.15	—	—	—	9.53	10.33	12.43	1.48	—	—	5.04	6.13	8.09
Taipo Market..Dep.	7.20	—	—	—	9.58	10.37	12.47	1.52	—	—	5.08	6.17	8.13
Fanling..Dep.	7.30	—	—	—	10.10	10.47	12.57	2.02	—	—	5.18	6.27	8.23
Sheung-shui ...Dep.	7.35	—	9.07	9.45	10.15	10.52	1.02	2.07	—	3.38	5.23	6.32	8.27
Shum-chun ...Arr.	7.41	8.45	9.13	9.51	10.21	10.58	1.08	2.13	3.10	3.34	5.29	6.38	8.33
Canton ...Arr.	—	12.05	—	—	5.48	—	—	—	6.30	—	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 11 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 25 P.M.	No. 11 P.M.	No. 23 P.M.
Canton ...Dep.	—	—	—	—	8.10	—	—	—	—	—	3.25	—
Shumchun ...Dep.	7.17	8.03	10.34	11.05	11.27	11.47	2.46	4.39	5.47	6.18	6.42	6.52
Sheungshui ..Dep.	7.23	8.11	10.43	—	—	11.55	2.54	4.46	5.54	6.25	—	6.59
Fanling ...Dep.	7.30	8.15	10.47	—	—	12.00	3.00	4.50	5.58	—	—	—
TaipoMarket..Dep.	7.40	8.28	10.57	—	—	12.11	3.11	5.00	6.08	—	—	—
Taipo ...Dep.	7.44	8.31	11.01	—	—	12.16	3.18	5.04	6.13	—	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	—	12.30	3.32	5.17	6.26	—	—	—
Yaumati ...Dep.	8.11	8.58	11.26	—	—	12.42	3.44	5.29	6.38	—	—	—
Kowloon ...Arr.	8.17	9.02	11.32	11.45	12.07	12.48	3.50	5.35	6.44	7.00	7.22	7.34

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Further information may be obtained at the RAILWAY OFFICES, KOWLOON, from MESSRS. THOS. COOK & SON, LTD., HONG KONG, from THE AMERICAN EXPRESS COMPANY, HONG KONG, or from THE CHINA TRAVEL SERVICE, 8, Queen's Road, HONG KONG.

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6.—Curried Meat Ball
7.—Hashed Brown Vegetables
8.—Roast Potatoes 9.—Boiled Potatoes
10.—Spinach 11.—Baked Jam Roll
12.—Fruit 13.—Tea 14.—Coffee

LONDON RIVER AND ITS BOATS.

"THE SAFEST STREET."

A PLEA FOR THE WATER-BUS TO RELIEVE TRAFFIC.

The Rt. Hon. John Burns in an article in the *Observer*, says an old friend of London steamboats, Mr. A. P. Herbert, has clearly shown the need for the proper use of the Thames.

Both his presentments state with clarity, sentiment, and justice the aesthetic, cultural, and commercial case for a system of river steamboats. He urges with a Londoner's pride in his city the wisdom of making the Thames a greater factor in the mobility of its workers, the nobility of its history, the utility of its trade, and the facility of its pleasure.

As the Parliamentary sponsor for the L.C.C. service in 1904, I gave expression to similar views, as follows, twenty-five years ago, "Events and opinions are moving and their instincts are craving for the Thames becoming the path of pageant as well as the tide of trade Saturday's great water procession at the opening of the steamboat service, revealed to many the power, wealth, majesty, and the ever-changing beauty of this great stream; its strong yet beautiful embankment, its titanic bridges, its great water-gate the Tower Bridge, the old grey Tower of London, with here and there glimpses of Wren's fifty-two churches pointing their stony fingers heavenwards; Wren's great Cathedral looming up over all, its finely-proportioned dome putting St. Peter's to blush by its superior and elevated comparison.

A Classic Highway.

"There on the southern bank stands Wren's jewel casket in stone, as Greenwich Hospital looks when, after a long rain, it stands out almost dreamily white in a rich morning sun. Here and there are still left the remnants of old residential riverside houses; bargeboard fronted tenements that, in their shabby dilapidation, give to the river-side a quaintness with dirt and decay that marked them out as fit homes for the Quilps and others whom Dickens loved to describe.

"And on the broad waters of our ancient river, as you move seawards, every distance changes the scene, and over all there wells up within you the impression you are on a classic highway.

"Here you feel and see how it is that a free port and an open door, which means full warehouses and cheap food, has brought to us argosies laden with golden grain from the fields and garners of the universe to the banks of the Thames.

"Roman galley, Danish ship, Norseman boats, Dutch galleons have come in war where now their merchandise can be seen in lighters of larger tonnage that the Great Harry itself, timbered from Dean Forest. The very coal tug, with its barges in tow, breasts up the river like a brindled bulldog claiming the street for its own.

"There is a sense of power and pride, width and wealth, movement and life, in the Pool that one can get in few, if any, places in the world."

A Poet's Reparation.

The late Mr. George R. Sims, who knew London well, and who played no small part in defeating in 1907 the Progressive authors of the steamboats, made lyrical reparation in 1920 for his mistake by writing the following appeal for their revival:—

LONDON RIVER, JULY 4, 1920.

London River is deep and wide,
London River is fair to see,
And I was born by its flowing tide,
So London River is dear to me.

London River, the stream of life,
That through the heart of the Empire flows,
Out to the ocean for World and Wife
You bear the blessings that Freedom knows.

London River that London made,
Founding a city of cities Queen,
River of Might and Wealth and Trade,
History built on your breast has been.

London River, where Fortune floats,
Pardon a lover who asks you when
Between the bridges will London boats
Carry the Londoner once again?

The widest, cleanest, safest, tidiest, most silent, picturesque, and historical street in London lies idle and useless. Three thousand acres of unfenced and attractive water space in L.C.C. area unused. It is the greatest lung of all London.

For the tourists, 200,000 foreigners annually, at least, and 80,000 provincial visitors daily it affords the best view of London. For the children it is a superb school of civic inspiration and history. For tired nurses, crippled people, old or young, it is a more restful, healthier place of travel than tube, train, or bus. For the 1,000,000 scholars, students, teachers, and social workers the river is indispensable for a real knowledge of London. For workers it offers an agreeable method of alternative travel to their work.

The Old Service.

I had the privilege of being the Parliamentary pilot for the L.C.C. Steamboat Service Bill and recall, without regrets, the passing of the measure. Thirty boats were built, with admirable names and every prospect properly treated of great success.

The service was inaugurated under auspicious circumstances on June 17, 1905, ninety years after the first river steamers were started. From 1815 to 1878 the London steamboats were a fluctuating success. The Princess Alice disaster gave a serious blow to all the London pleasure steamer services. In 1900, and other years, owing to failures and liquidation of private companies, all of which have been intermittent failures, the L.C.C. was forced to consider the subject because private enterprise failed, as it always will, on the River Thames.

Its scheme of steamboats, piers and fares was generally approved by Londoners, but owing to defective design of boats, too large paddle-boats, too heavy charges and unjust burdens, supplemented by very bad weather, success financially was not assured.

Faction started the cry of "economy." "Wastrel" was the epithet applied to their authors, and infamously applied. The service was closed, boats sold, piers closed, and a great boon to London terminated. Now many of the abettors of their ending regret their fate.

Mr. Herbert, expressing the prevalent view of Londoners, asked for a revived, I may add a different, river service on public and pleasure grounds. I heartily endorse his views, and as one with intimate knowledge of London I give some reasons to supplement the appeal of Mr. Herbert.

First, it must be understood that none but a public authority can initiate, develop, and administer a service of river boats. The piers, access thereto, the relation of piers to embankments, parks, and gardens on the river, the other forms of traffic and their regulation settle inexorably that the L.C.C., the proper London Traffic, Bridge, Tunnel, and Embankment Authority, must be entrusted with this essential duty. No private enterprise can command the auxiliary help, privileges, and resources of the L.C.C. Sir Samuel Instone deserves all praise for his offer, but it will not do.

"Experience has proved that private enterprise cannot succeed because the elements of success are not within its province. The river should be regarded first as a public amenity, then as a public highway. A steamboat service can be made to pay wholly or partially—and that is only possible if linked up with connecting tramways—then all will be well.

(*Continued on Page 4.*)

Diary of Coming Events.

To-day.
(February 5.)

Golf: Interport Matches, Shanghai *v.* Manila, Fanling.

Fanling Hunt and Race Club: Hounds Meet Hunters Arms, 3.30 p.m.

Hockey: Sim Shield, Club *v.* Navy, U.S.R.C. ground, 4.30 p.m.

Green Island Cement Co. Extraordinary general meeting, St. George's Building, 2.30 p.m.

R.H.K. Golf Club, Interport Dinner, Lane Crawford's Restaurant, 8 p.m.

Queen's Theatre: "The Last of Mrs. Cheyney."

World Theatre: "Iron Mask."

Star Theatre: "Tenderloin."

Majestic Theatre: "The Rough Riders."

Tea Dances: Hong Kong Hotel, and Peninsula Hotel, 5 p.m.

Dinner Dances: Hong Kong and Peninsula Hotels, 8.30 p.m.

European Mails: — Outward: Europe *vid* San Francisco (Korea Maru), 5 p.m., and *vid* Siberia (Korea Maru), 6 p.m.

Thursday.
(February 6.)

Golf: Interport Matches, Fanling.

Helena May Musicale, Local Composers, 5.30 p.m.

Annual Meeting R.A.O.B. Club, 6 p.m.

Ladies Night Y.M.C.A., 9 p.m.

Queen's Theatre: "The Bridge of San Luis Rey."

World Theatre: "Casanova" and "The Adopted Son's Victory" (Chinese picture).

Star Theatre: "The Terror."

Majestic Theatre: "The Rough Riders."

Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Peninsula Hotel, Repulse Bay Hotel and Hong Kong Hotel, 8.30 p.m.

Friday.
(February 7.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

Golf: Interport Matches, Manila *v.* Hong Kong, Fanling.

Fanling Hunt and Race Club: Hounds Meet Potts Bungalow, 3.45 p.m.

Lammert's Auctions: Household Furniture, 2.30 p.m.

Queen's Theatre: "The Bridge of San Luis Rey."

World Theatre: "Casanova" and "The Adopted Son's Victory" (Chinese picture).

Star Theatre: "The Terror."

Majestic Theatre: "The Rough Riders."

Ten Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Hong Kong and Peninsula Hotels, 8.30 p.m.

Saturday.
(February 8.)

Golf: Interport Matches, Shanghai *v.* Manila, Fanling.

Fanling Hunt and Race Club, Point to Point Mei Po, 3.30 p.m.

Hockey: Hong Kong Ladies *v.* Kowloon Ladies, 3 p.m.

Cricket:—Div. I.: H.K.C.C. *v.* Navy, Craigengower C.C. *v.* University. Div. II.: Craigengower *v.* University, K.C.C. *v.* R.A.O.C., I.R.C. *v.* K.B.S.F.P.A.

Queen's Theatre: "The Bridge of San Luis Rey."

World Theatre: "Casanova" and "The Adopted Son's Victory" (Chinese picture).

Star Theatre: "The Terror."

Majestic Theatre: "The Rough Riders."

Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Hong Kong, Peninsula and Repulse Bay Hotels, 8.30 p.m.

European Mails:—Inward: Europe *vid* Negapatam (Menelaus). Outward: Europe *vid* Marseilles (Hakusan Maru), 9.30 a.m.

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MOTOR NOTES.

MOTOR-CYCLE NOTES.

The Success of the Trial.

The one topic of conversation amongst motor-cyclists over the week-end has been the success of the recent trial. All who took part are unanimous in their praise of the manner in which it was conducted. They are entirely satisfied with the system of points, the secret checks, and the marshalling on the course. There are now many motor-cycle owners who are deeply regretting their hesitation to send in entries.

The weather during the few days prior to the trial was little short of atrocious, and only the most hardy were ready to ride regardless of weather conditions. The writer is aware of a large number of new riders who had filled in their entry-forms but hesitated to send them in owing to the bad weather. Fortunately, conditions actually turned out to be ideal, and although a little cold during the night, the rain stayed off and next morning the sun came out to open a really fine day.

Thanks to the Organisers.

To organise a successful trial is by no means a small task to undertake, and nobody is more acquainted with the difficulties of the job than the Motor-cycle Section of the Volunteer Corps and its officials. A suitable course must be chosen; a minimum number of entries must be made certain of; a large number of marshals must be persuaded to stand out in the cold all night taking the riders' times—just for the fun of it! and lastly, but most important of all, the work of ascertaining each riders' starting time and checking the times at the conclusion of the trial so as to decide the winner.

We feel sure, therefore, that in congratulating the organisers on the complete success of the event, we are voicing the feelings of every rider who entered the trial.

What about Another?

But what about the next trial? This is the question which is worrying almost every keen cyclist in the Colony. They have seen what a success the last one turned out to be, and are anxious to know when the next will be held. This is a very difficult question. The Volunteer Corps are not, at least at the present moment, enthusiastic about organising another event of this kind for some considerable time, and rather hope that others may now take up the reins and organise a trial, in which the last organisers can compete as riders, and not as marshals. Perhaps the H.K.A.A. will oblige?

It took over two years to arrange another Reliability Trial after the first held on the Island, but this is far too long to wait. The difficulties of organising are well known, but there are a large number who would support an attempt to hold one with enthusiasm. It need not take place for quite a few months—two every year would be very fair—but let us hope that we have not to wait for another two years to pass before we have the opportunity of competing in another trial.

Some Suggestions.

For the next trial a course over the Island and on the lines of the first trial would be most popular. We would point out, however, that it was far from the intention of the organisers of the last trial to supply anything of that nature. The last trial was a test of endurance, accuracy, and perfect running, and this they accomplished to a very high degree as many experienced riders met with all sorts of trouble which they least anticipated.

The next trial should supply a gruelling test for both rider and machine. It should be held in Hong Kong, where stiff hill climbs, cool running, and clever riding would be necessary. The inclusion of a short acceleration test of 100 yards or more, would attract the faster riders, while a braking test, a water-splash (if one could be found), and a mechanical inspection of the machine at the finish would do much to provide an ideal trial which would appeal to all types of riders.

Trial Results.

Working out the points of 50 riders taken at the many various checks entails a great deal amount of work. Each marshal is supplied with a check-sheet, and these must be compared for the final results. The officials of the trial find that they cannot have the results ready for publication until after Wednesday, before which a number of meetings must be held. Incidentally, outside assistance is being obtained to check the results of the trial, so as to avoid any possibility of complaints being made.

A Few Reflections.

In looking back on the event, the writer is struck by the very keen sense of sportsmanship shown by all the riders. In many cases riders of different mounts, seriously competing against each other for honours, went out of their way to give assistance when it was needed. The hearty comradeship between riders was also evident during the halt for breakfast at Castle Peak. Riders unknown to each other intermingled and exchanged incidents of their ride beside the roaring fire, and instead of rivals became one happy band of motor-cyclists thoroughly enjoying the thrills of the event.

The course, although the very best obtainable on the Peninsula, was perhaps a little monotonous towards the end. One or two riders would have preferred a little faster speed than 20 m.p.h., but this was impossible owing to police objections. However, it was certainly fast enough around the tricky reservoir corners during the night lap. Had it been possible to raise the speed a little during the morning run, this would have overcome the monotony.

For thirty odd to finish out of a total of fifty starters was extremely good. To the writer's knowledge several riders among the starters knew very little or nothing of the mechanical features of their machines. However, many came through without a moment's trouble, which speaks highly for the mechanical perfection of motor-cycle engines to-day.

The dread of the secret check produces some humour. A side-car outfit—and in fact many others—which was passing the last corner of the Shatin Hill, drew into the side of the road and shouted out his trial number to several campers gathered around a fire. He thought that they were a secret check! On the other hand, many riders passed through secret checks without having the slightest suspicion that their times were being taken.

Probably unknown to many riders—and somewhat fortunately—free liquid refreshment was supplied at one of the filling-stations around the course by Messrs. Gilman & Co., agents for Finlaters' wines. Incidentally, the thanks of the trial riders are due to the petrol companies for their kind offer of free petrol and oil. These companies had their representatives at the start and at Castle Peak, and who were always ready to attend to riders' needs. The A.P.C., who have filling stations at Taipo Market and Fanling, kept open all night to supply the riders.

THE CAR OF THE FUTURE.

SOME SUGGESTED IMPROVEMENTS.

On the question of long-overdue improvements in motor-cars, *The Light Car and Cyclecar* says: "It would be absurd policy to expect a driver to carry his headlamps in a box, take them out at lighting-up time and screw them on to their brackets. Cannot the same be said in future with regard to jacks? At present we put up with only one jack, which has to be pushed precariously under the axle. In years to come a set of jacks will be part and parcel of the chassis and it will be possible to lift all four wheels together. Jacks of this kind are already available, but their use is by no means universal.

"Then there is the matter of lubrication, which is still a messy business. The day must arrive when one has simply to fill a tank on the car, which feeds the engine, gear-box and back axle. Prosperity awaits the man who introduces an oil suitable for the axle, gear-box, engine sump and chassis bearings. Until then one must be satisfied with filling each separately, but surely the dip-stick can be dispensed with and a rotating indicator fitted in its place."

THE NEW ERSKINE.

MORE POWER PER POUND THAN ANY OTHER CAR OF ITS PRICE.

SOME UNIQUE FEATURES.

The Studebaker concern has startled the motor industry with the introduction of a new Erskine, which will be called the Dynamic Erskine. The Hong Kong Hotel Garage, who are agents for Studebaker cars, have just received their first model, which will be on view at the Company's showrooms to-day.

The whole car, from rear-wheel to front, has been re-designed, and includes features of cars twice its price. The engine contains numerous improvements that cannot be seen, but will be greatly appreciated by owners. It has been designed with an entirely new carburation manifold, giving a better and quicker supply of vapour gas to the engine, resulting in all-round improvement in performance and reliability. The engine develops the exceptional power of 70 H.P. at 3,200 r.p.m., which is claimed to be higher than any other car of its price. The car will sell in Hong Kong for about $3,810, Hong Kong currency.

Adopts European Feature.

The new Erskine is fitted with the Lanchester vibration damper in the clutch, a feature of engine design of European cars only found in higher-priced cars. This damper subdues motor vibration, and contributes materially to the smoothness which is so pronounced in the New Erskine. Its effect is particularly noticeable at high speeds.

Other features are the new Bendix duo-servo brakes, which will bring the car to a standstill within 75 feet at 45 m.p.h., literally miles within the standard code of safety.

A new silencer, known as the Burgess Acoustic Muffler, is fitted, and it is claimed that this absorbs less power in silencing the exhaust note than any other silencer designed.

The engine, which is mounted on rubber bearings, may be driven at 40 m.p.h. when new, obviating the necessity to "run in" the motor at a monotonous speed of 20 m.p.h.

Body Work by Studebaker.

The body design is "by Studebaker." This is sufficient in itself, as all the art in design of the Studebaker designers is embodied in the new Erskine, giving her very handsome lines. The new radiator is large and efficient, while a new type of front springs is fitted, making the car very smooth on the road.

Four Models.

The new Dynamic Erskine is offered in four models, the Regal Sedan, Club Sedan, Landau, and Coupe.

Full details about the models can be obtained from the local agents, the Hong Kong Hotel Garage.

THE MOTOR TRADE IN THE EAST.

ERA OF LOWER PRICE LEVELS PREDICTED.

That the world was experiencing an economic change, with lower price levels, and a wider distribution of commodities, and that producers in consequence would have to face the facts and produce cheaper to sell more was the opinion expressed to the *Straits Times* by Mr. James Mooney, president of the General Motors Export Co., when he passed through Singapore on his way to Java.

In the course of an interesting talk Mr. Mooney said that some people expressed the view that the motor car industry in America had reached the saturation point. "One cannot definitely say that, for when we reach what we think is saturation," he said, "we always find that some additional channel of consumption opens out. No one denies that there was some slight overproduction in America last year, but the use of motor vehicles is moving steadily onwards, and acceleration still exists.

Rubber Consumption Increasing.

"The consumption of rubber is on the increase," he went on. Every year there are small slack periods, but there is not the slightest doubt of the continued and increasing demand for rubber. It is increasing in all parts of the world. The production of cars will be higher than last year, and I estimate it at something over 5,000,000.

Production Must be Cheaper.

"With regard to the slump on the New York Stock Exchange, it is generally presumed that it will affect business to some moderate degree, but its effect will be short-lived. It may blow over in from three to six months. Meanwhile business goes on pretty much the same as before.

"I have a feeling that we are moving towards an era of lower commodity price levels. We must try and produce cheaper. Every business will have to face these facts. I don't mean one particular branch of business, I mean industry in general. My views are based on observations in different parts of the world. It is the natural consequence of post-War conditions. After a crisis such as we have passed through, there is always a gradual move towards lower commodity price levels.

Transport in the East.

"For the last ten years prices have remained at an artificially high level, and they do not represent values," he continued. "We are nearing the end of that era now, and the next ten years should be more prosperous for the world, but there will be many economic changes.

Better Transport Needed.

"We are picking up again now, and industry will be established upon a far more efficient basis than hitherto. We shall have to watch production costs, but there is no need to be pessimistic about it. Goods will move in large quantities, and be more widely distributed.

"Returning to our own business, the motor trade in the East is reasonably good—it has fallen off a little—but not to any remarkable extent. One of the things I am interested in the East is the question of internal transport. There is scope for new openings in motor buses. The cities of the East are growing considerably, and their populations must be served with better transport.

"We intend to pay a lot of attention to that branch of business, and it will be largely concerned with producing the type of chassis, and bodies, most suitable. Mr. Ira

(*Continued on next Column.*)

"JAY-WALKING" IN SHANGHAI.

THE ART OF DEVIL-DODGING.

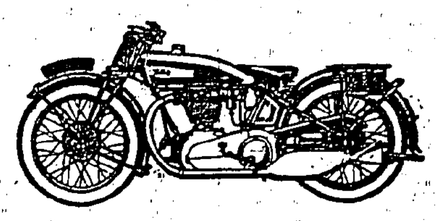
"Motorists who have driven only in this country are apt on all occasions to cry out against the methods of the 'jay-walker,' I should imagine, therefore," says "Focus," in *The Light Car and Cyclecar*, "that a course of driving in Shanghai and, presumably, other Chinese towns, would result in their being able to face the peculiarities of British pedestrians with equanimity. I express this view after a chat with a relative just returned from a fairly lengthy residence in Shanghai, where it is the custom of the lower-class Chinese folk—known, generally, as coolies—suddenly to dart across the road in front of an oncoming car, quite regardless of its speed or of the prevailing road conditions.

"The cause of this peculiar behaviour is not a sudden desire to commit suicide—in fact, it is the coolie's earnest endeavour to get well clear of the car—but because he has suddenly decided that he is possessed of a devil, and that, therefore to dart in front of a car and just escape destruction will mean that the devil who is following him must be destroyed. Thereafter he goes on his way rejoicing until visited by another devil, which might quite well happen within the next half-hour!"

Smeed who accompanied me on the boat, has come to this part of the country specially to make observations. He will study the conditions here as well as in the Dutch East Indies."

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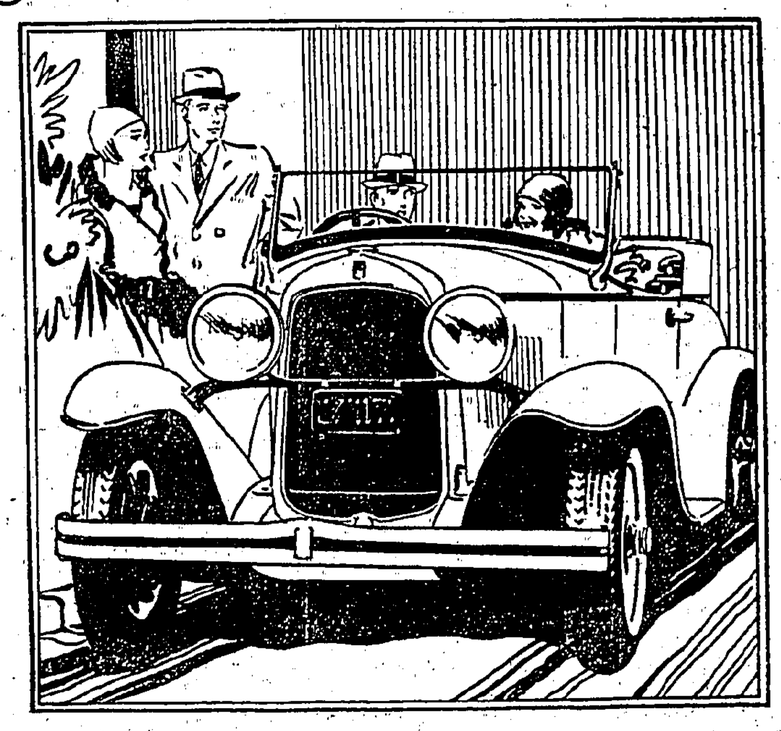
"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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The 1930 Whippet four

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MOTOR NOTES.

NEW SPEED RECORD.

WILLYS-KNIGHT AND WHIPPET ENGINES ERECTED IN RECORD TIME.

Mr. E. E. Nordgren, special representative of the Willys-Overland factory in Toledo, who has been giving demonstrations of engine assembly in the Far East, recently arrived in Australia, and we are indebted to the Tamworth *Leader* for the following interesting account of his demonstration there, to which the public as well as the dealers were invited.

Engine Building.

The first night's demonstration was the building of a Willys-Knight engine, and it was carried out single-handed by Mr. Nordgren in the remarkable time of 59 minutes, before an attendance of 200 people. The simple but unique construction of the famous double-sleeve valve as used in the Willys-Knight was carefully explained to an appreciative audience. The advantage of sleeve-valve lies in the fact that two metal sleeves sliding smoothly and silently up and down, combine with the exclusive spherical cylinder head to form a sealed compression chamber. There are no spring actuated valves to weaken or to collect carbon, and thereby fail to seal compression completely, and as a result the Knight engine gives uniform high compression at all times.

Another of the advantages as diagramised by Mr. Nordgren is contained in the automatic oil rectifier, which purifies oil, prevents crankcase dilution and reduces oil consumption.

The timing and adjustment of the chain were accomplished by the demonstrator in the space of a few minutes, and when the final adjustment had been made the motor turned over at the first press of the starter—all in the space of 59 minutes.

Building the Whippet.

On the second night the Whippet engine was assembled right from the bare cylinder block, including bearings, pistons, timing of the engine, cylinder head, and then mounted in the chassis. The engine again turned over at the first press of the self-starter, the whole operation taking exactly 1 hour, 26 minutes, another remarkable feat single handed. One hundred and fifty people witnessed this effort, and as on the first night films depicting the construction of the Whippet in its American factory were shown.

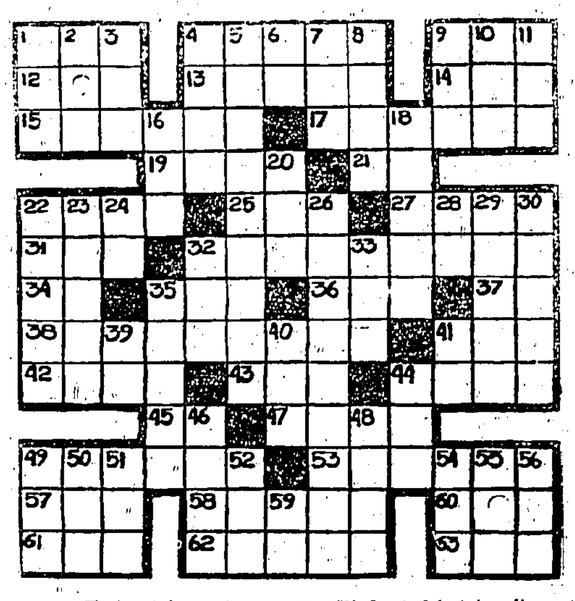
MOTOR-CYCLING.

THINGS WE TAKE FOR GRANTED.

"Even the most daring enthusiast," asserts a writer in the current issue of *Motor Cycling*, "is inclined to take a good many things for granted in drawing up his ideal specification; even if he advocates four-cylinder engines, he assumes that their cylinders will have a circular bore.

"That, however, is not a necessary assumption. One member of a little crowd raised the point the other day, and reminded the rest of us that, towards the end of the Great War, an aero engine was designed by one of the leading men in the business with oval cylinders. It was a very big radial, with a vast number of 'pots,' and the designer's main difficulty was to get them all on to his crankcase. In order to save space he hit upon the idea of oval cylinders. The same thing might help, obviously, in our quest for a reasonably compact multi-cylinder unit for motor-cycle use."

CROSSWORD PUZZLE.



Horizontal.

1.—Foot-like organ.
4.—To send back.
9.—To be in debt.
12.—French for friend.
13.—Foe.
14.—In favour of.
15.—Puckered.
17.—To favour.
19.—A fruit.
21.—Spanish article.
22.—To kill.
25.—To look.
27.—Passing fancies.
31.—To strike.
32.—Ironical.
34.—Part of to be.
35.—Colloquial: substitute.
36.—Noise.
37.—Pronoun.
38.—Scattered.
41.—Golf mound.
42.—Portico.
43.—Vast age.
44.—Mislaid.
45.—Pronoun.
47.—To remain.
49.—Greatly to wish for.
53.—Places for contests.
57.—To mature.
58.—Angry.
60.—Metal bearing rock.
61.—To nod in salute.
62.—Walking sticks.
63.—Moist.

Vertical.

1.—Child's food.
2.—Australian ostrich.
3.—Address of respect.
4.—To stagger.
5.—Capable of being borne.
6.—Pronoun.
7.—Inferior devil.
8.—Phoenician city.
9.—Away.
10.—Sorrow.
11.—To mistake.
16.—Secret scout.
18.—Fairy-like.
20.—Smart saying.
22.—Kind of fish (plural).
23.—Boundary.
24.—By.
26.—Having two teeth.
28.—Alternating current (abbr.).
29.—Who is American ambassador to Great Britain?
30.—Icy rain.
32.—To take court action.
33.—To free.
35.—Algerian cavalryman.
39.—Thus.
40.—Spanish plural article.
41.—Toward.
44.—Caustic substance.
46.—A man's name.
48.—Greek war god.
49.—Small quantity.
50.—Self.
51.—To stitch.
52.—Age.
54.—At present.
55.—Part of to be.
56.—To place.
59.—Article.

This puzzle took 19 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.

THE MINUTE THAT SEEMS A YEAR

By GLUYAS WILLIAMS



WHEN YOU ARE SENT TO OPEN THE DOOR FOR CALLERS AND RECOGNIZE THE MAN YOU BEANED WITH A SNOWBALL YESTERDAY

1-7 GLUYAS WILLIAMS

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KAYE DON'S WIND BRAKE.

SAFETY DEVICE ON HIGH SPEED CAR.

Wind brakes making use of the air resistance set up at high speeds are to be used for the first time on a motor-car in the attempt to be made by Mr. Kaye Don on the world's land speed record at Daytona next month.

This device has just been successfully tested, and it is believed that its use will reduce the danger that arises when the driver begins to slow down after reaching his maximum speed.

As soon as he begins to ease the accelerator pedal two air shields will arise at the rear of the car. The terrific rush of wind against them will immediately slow the car down, but without sufficient harshness to create disaster.

It is believed in some quarters that Mr. Lee Bible, the United States driver, who attempted to beat Sir Henry Segrave's record, was killed because he took his foot off the accelerator when travelling at a speed of about 200 m.p.h.

Dangerous Task.

Mr. Louis Coatalèn, the designer of the 4,000 h.p. Sunbeam car which Mr. Kaye Don will drive, said:—

"Stopping the car is perhaps the most dangerous task the driver has to face. At a speed of more than 320 m.p.h. sudden deceleration may be disastrous, and an application of ordinary brakes fatal. There is a danger of the car somersaulting because of the sudden stresses set up.

"We hope that the wind brakes will not only be effective in slowing down the car smoothly, but will also keep it steady in its course in an emergency."

At least three miles is ordinarily required to bring a car safely to a halt after travelling at 200 m.p.h. It is anticipated that the wind brakes will greatly reduce the stopping distance.

HUMOUR: ANCIENT AND MODERN.

"Why do you think airplane travel has a great future?"

"Well, the roar of the motor drowns any comment from the back seat."

"Bring me another sanwich, please."

"Will there be anything else?"

"Yes, a paper weight. The last sandwich blew away."

Gruff: "Sometimes I just wonder whether or not I have any friends!"

Grist. "Have you ever tried leasing a large cottage at a summer resort for a full season?"

Mr. Nutleigh: "It's going to be one grand battle of wits, I tell you."

Mrs. Notleigh: "How brave of you, dear, to go unarmed!"

Kind-Hearted Judge: "Don't tremble so, my man! When you come to this Court you get justice!"

Prisoner: "Yes! Yes! That's just what everyone tells me!"

Friend: "Say, Bill why do you always slap your horse on one side?"

Teamster: "I figure if I get one side going, the other is pretty sure to follow."

A rich manufacturer of asbestos took a house across the street from a sweet-spirited old lady, and his family proceeded to enjoy itself in what seemed to her a very worldly fashion. The old lady was never known to speak ill of anyone, even when her neighbours raised a racket all Sunday. She only said: "Dear me! They must have great faith in their asbestos."

Patient: "I say, doctor, don't you think it would be a good idea if I were to pack up and go to some place where the climate is warmer?"

Doctor. "Good heavens! Isn't that just what I've been trying to prevent?"

A railroad executive was asked by an employee whom he had discharged for a recommendation. He thought for a moment and then wrote as follows: "The bearer of this letter is leaving me after one month's work. I am perfectly satisfied."

The Scottish boy, going home one Sunday afternoon with a string of trout, was suddenly confronted by the minister. There were no way of escape; but the boy rose to the occasion. "Minister," he exclaimed "d'ye see what thae troots got for nabbin' worms on a Sunday?"

"My husband," confided Mrs. Browne to her friend, "will persist in wearing trousers that are much too long, and when I tell him about them he gets angry. What do you suggest?"

"Well," replied her friend, after a few moments' reflection, "try pulling his leg!"

The disappointed humorist was inclined to be bitter. "Hang it all, sir, you sit on every joke I send you."

"Let me assure you, my dear sir," replied the editor, pressing a bell for the visitor to be shown out, "I should certainly not do that if there were any point to them."

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TO-DAY'S WIRELESS PROGRAMME.

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11 to 11.30 a.m.—Commercial news.
12.30 to 1.30 p.m.—Demonstration programme.
1.48 p.m.—Weather report.
6 to 6 p.m.—Programme of Columbia records supplied by Messrs. Anderson.
"The New Moon—Vocal Gems" (Hammerstein and Romberg), The Columbia Light Opera Company.
"The Train That's Taking You Home" (Will Fyffe) and "Sheila McKay" (McKenzie), Will Fyffe.
"Lucky Girl—Selection" (Furber, Weston, Lee and Charig), Jack Payne and the B.B.C. Dance Orchestra.
"I'm Just A Vagabond Lover" (Vocal) and "Honey," Oscar Grogan.
"Merrie England—Selection" (E. German), Regimental Band of H.M. Grenadier Guards.
"The Schoolmaster and the Boy" (Ronald Jeans), Comedy Sketch by Cicely Courtneidge.
"The Bard's Legacy" (arr. H. Hughes) and "John—Jo" (Rowe and McMurrough), W. F. Watt.
"Hydropaten—Walze" (Jos. Gungl) and "Jolly Fellows—Waltz" (Lustige Bruder), New Concert Orchestra Conducted by Anton Weiss.
6 to 7 p.m.—Chinese programme.
7 to 9 p.m.—Experimental programme.
9 p.m.—Lecture by Mr. D. F. Davis, "Up Boys and Atom."
9.15 p.m.—Programme of Columbia records supplied by Messrs. Anderson.
"Carneval Overture" (Dvorak), Sir Hamilton Harty and the Halle Orchestra.
"The Student Prince—Serenade" and "The Student Prince—Drinking Song," Raymond Marlowe, Paul Clemon, Olaf Olson and Chorus with His Majesty's Theatre Orchestra.
"Classica, Selection" (arr. Montague Ewing), Organ Solo by Quentin M. Maclean.
"The New Moon—Lover, Come Back To Me" and "The New Moon—One Kiss," Evelyn Laye and Chorus with Drury Lane Theatre Orchestra.
"Up In The Mornin' Early" (Hamilton and MacKenzie) and "Castles In The Air" (Traditional), Margaret F. Stewart.
"Norwegian Rhapsody" (Lalo), Orchestra Symphonique (of Paris) Sous la Direction de Pierre Chagnon.
"On The Road" (E. Longstaffe) and "The Gay Highway" (E. Lockton and F. Drummond), Robert Easton, Bass with Piano.
"Hungarian Rhapsody, No. 1 in F." (Liszt, arr. Sear). The J. H. Squire Celeste Octet.
"Aida—Grand March" (Verdi), Milan Symphony Orchestra and Chorus conducted by Cav. L. Molajoli.
10.30 p.m.—Close down.

UNIVERSITY MEN AND BUSINESS.

SIR JOSIAH STAMP'S THREE CATEGORIES.

Sir Josiah Stamp discussed the business merits of men with a university training when he spoke last month at a dinner of the Central Council of the Association of University Teachers in King's College of Household and Social Science, Kensington. "If you ask me the plain question, 'Do you want a university man for your administration?' I should say yes every time if I were able to pick the man and put him through my own tests," said Sir Josiah. "But if I was given a group of men from the university I would say of two out of three of them that I would rather have taken them when they left the public school.

"With those two something has happened that has made them of less use to me. The first of them are the non-workers, those who just scramble along and go up to the university for sport and social reasons. The university has made them worse for business. There is no doubt in my mind that the fellow who goes to Oxford or Cambridge not to work but just to scrape through is a very much more difficult problem to handle in business than if you had got him from the sixth form at school. What he has lost, in particular, is any aptitude he may have had for hard, undesirable work.

"The second type is the man who is a worker but who is not as good when he leaves the university as when he went into it. What is it that happened to him, that makes him less fitted for entering business or even the civil service? He is highly intellectual but the real thing is that by his very success he has gained in intellect but lost in intelligence. I would rather have the fellow who did not take such good degrees, who went up to take part in sport and knock about with the fellows wasting his time if you like. This third man is excellent and prepared to do all one can, for he has the knack of learning from his colleagues who have not had his opportunities."

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LONDON RIVER AND ITS BOATS.

(*Continued from Page 1.*)

An Example from the City.

If it does not pay a local authority commercially, it is worth doing for many excellent and sufficient public reasons. Divided responsibility and split financial liability without unitary and dominating control will be fatal both to private financial interests and public concern. There is no relevance in this respect between tubes, buses, and trams, and Thames steamboats.

The latter, except in relation to trams, stand by themselves. The tramways generally run to river bridges, and in the main are parallel with the river. The buses depend mainly on the West End, they are sustained by shoppers, are more than trams a "butterfly" business. The River Thames never has been, and never will be, the objective to link up with other forms of traction.

The provision by the L.C.C. of piers for private enterprise to operate with won't work. The unrestricted use of piers asked for will grow into a public nuisance. Advertisements and other undesirable things will follow. The piers will be used by the speed-boat madmen and may lead to some of the objectionable features of the old private boats. If it pays the L.C.C. the public should gain. If it is a loss private enterprise will leave the L.C.C. with piers and liabilities. No, the L.C.C. must do the thing itself. The more the L.C.C. proves that the Instone or any other scheme is not practicable the greater the obligation on the L.C.C. to undertake an improved service itself. The 50-seater water bus, owing to the heavy cost per passenger, will not work and cannot pay. It is not sufficient to condemn; it is their business and duty to revive the service as a public amenity, and treat the service as they do all their other services, as a public obligation.

Let the L.C.C. take a lesson from the City Corporation. The City, at its own cost, by spending £250,000 to widen Blackfriars Bridge so that the L.C.C. tramways could make the invaluable circular route, took the bold and proper view in the broad public interest of London as a whole. In cash this did not pay the City, but it has paid its cost many times over by the boon it has conferred upon the travelling public.

"Signs of Repentance."

My ideal of yester year was a boat to every pier, a tram to every boat, a transfer circular ticket available by boat or tram. The advantage of this is that when persons go from Chelsea to Greenwich and it rains they can come back by road with the same ticket.

The mistakes of the earlier service must not be repeated. The defects of that service were many, but in spite of them the boats carried nearly 10,000,000 of people. In one year, 1906, 4,740,000, on one Bank Holiday 50,000, and in one week 293,000. The net deficiency for three years was about £40,000 to £50,000 a year, ½d. rate, for thirty boats running from Hammersmith to Greenwich.

At this moment three free ferry-boats running from North to South Woolwich across the river cost £45,000 per annum. Tower Bridge alone costs £30,000 a year, yet no one denounces the City for this expenditure. Why should not the L.C.C. be similarly treated for a cognate service?

The model for London should be forty-two propellor-driven boats, to carry 300 passengers, and smokeless fuel should be used. In 1900, five years before the L.C.C. service started, I suggested rapid twin-screw steamers of shallow draught.

Under the Trade Facilities Act, 1921, £72,000,000 of money has been advanced to private railways, tube and underground railways, omnibus, taxi-cab, and other public concerns. Recently enormous sums have been lent, ostensibly in the interest of the unemployed, to railways. One railway alone has been helped with £4,500,000.

Why should tubes, buses, cabs, railways be helped, and old *Father Thames be neglected?* How much longer is London to be the Cinderella of the cities? There is no other reason except political prejudice on the part of reactionaries, and the craven fear of being great on the part of London's rulers.

Since the defeat of the Tramway Pool at the last election, there are signs of repentance on the part of the 1907 wreckers of the steamboats. At this moment the L.C.C. have the subject before them, and having agreed wisely to a £13,000,000 Charing Cross Bridge scheme, on which *The Observer* rendered splendid service, let them not hesitate to run the risk of a comparatively small annual loss on a really beneficent scheme for the enlightened leisure, exalted pleasure, and commercial treasure of a great community.

DANGER OF FALSE DEMOCRACY.

SCATHING COMMENT BY U.S. PROFESSOR.

MOB RULE FORERUNNER OF DESPOTISM.

New York, Dec. 30.

Democracy eventually will degenerate into mob rule if the popular belief continues that such a form of government smiles upon dirt, vulgarity and slovenliness and avoids anything which might appear refined, gentle or elegant, Dr. Nicholas Murray Butler warned in presenting his annual report as president of Columbia University.

"There is an odd but widespread opinion, found not only in the United States but in other lands as well, that distinction of person or manner or dress is somehow out of place in a democratic society. "So long as the stomach is provided for and amusement is ample and cheap, it is said, what need matter the things of the mind, the delights of scholarship and the unequalled pleasure of moving in the upper ether of the spiritual experience of the race? It is little wonder that Fascism finds earnest and highly intelligent expounders when the antics of false democracy are to be seen on almost every hand.

The educator declared that real democracy is totally different from the popular conception, and suggested a remedy for the present situation. "The fact of the matter is that democracy, for its fullest flower, requires distinction of manner, of speech and of dress more than does any other form of society. In that popular form of impossibility which is described as the levelling process, there is an alternative mode of procedure—men may attempt to level themselves up or they may try to level themselves down. If they choose the latter alternative, democracy will sooner or later disappear into ochlocracy (mob rule) and this is always the forerunner of a new despotism."

Although he did not mention it by name, Dr. Butler intimated that he was not worried by this country's disrespect for the prohibition law. "There is no ground whatever for the conventional statement that violation of one law, or disrespect for it, leads to the disregard of all law," he said. "The contrary is the case. Lawlessness is selective, and unbroken human experience goes to prove that a man may hold one law in utter contempt and yet have high respect for the great body of law of the land in which he lives. If law enforcement meant the enforcement of all laws, then the social order, at least in the United States, would quickly be afflicted with paralysis. Not one in a hundred laws is every repealed. They are kept upon the statute books and simply allowed to die."

Returning to his discussion of false democracy, Dr. Butler declared that still another hallucination was that a majority has rights, and that by the voice of the majority matters of principle are finally determined. "This is utter nonsense," he said. "No majority has any rights whatever. The individual has rights and a majority has privileges." He blamed this "false democracy" for the careless attitude of Americans toward foreign languages and customs. Columbia University is, however, endeavouring to change this state of affairs, he said, by strengthening and making more practical its modern language department. The Maison Française, the Deutsches Haus and the Casa Italiana have been established to further the study of spoken languages, and it will not be long until a Casa Hispanica and a Japan House are added.

Dr. Butler disclosed that Columbia has an annual income of $9,932,007.26 and a budget of $11,631,031.84. The school has 36,587 resident students and conferred 4,647 degrees during the academic year 1928-1929. The report also discussed the first use of the name "Columbia" to designate the new world. The honour of its introduction was given to Phillis Wheatley, a negro poetess of Boston, Mass., who used the word in a poem addressed to George Washington in 1775.

The statement of a prominent Turkish alienist that the majority of Constantinople taxi-drivers are insane or alcoholic or drug addicts has met with a furious denial from the Chauffeurs' Union, and with applause from the people of Constantinople, who have been subjected to an alarmingly increased number of automobile accidents. The municipality is supporting the alienist, and has ordered a periodic examination of chauffeurs, promising to relegate to asylums those who are found unbalanced.

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THE WOMAN'S CORNER.

FOR HYPOCHONDRIACS ONLY.

[By A PHYSICIAN.]

Many people to-day are afflicted in varying degrees with that nebulous disorder, hypochondria.

Hypochondriacs look at themselves through the wrong end of the telescope. They start out with preconceived notions of what is a normal state of health. Through lack of knowledge they lose their sense of proportion, they misjudge their symptoms, and conclude that the slightest departure from what they conceive to be the normal condition of good health is tantamount to a sentence of death.

One of the healthiest farmers I ever examined believed at the age of sixty that he was on the point of death from a particularly painful form of heart disease. He lived until he was seventy-five. His trouble was an over-healthy appetite in the evening.

A clergyman consulted me for years in the belief that he was a victim of pernicious anæmia, when his trouble was lack of exercise and a sluggish liver.

Both these people had established for themselves a standard of health based on the physical reactions they had experienced twenty years before. When a new set of reactions supervened they imagined that all was lost.

There is no standard of good health applicable to every one. Certain averages have been established by which the family doctor can estimate approximately the degree of good health which each person should enjoy.

The best test of health, is the ability to do a good day's work, eat three hearty meals a day without discomfort, and rise refreshed after a good night's rest.

It is not tremendously important to know your height, weight, pulse rate, and temperature. What is normal for you may be wholly abnormal for your next door neighbour.

Medical science has gone so far that it is on pretty safe ground when it accepts averages as essentially correct; but a variation need cause no alarm. The variation in itself may, indeed, be the sign of well-being.

If one really feels ill, the doctor must, of course, be consulted.

Scores of people make a last will and testament at the age of forty who live to alter it a dozen times before the clergyman is called in to read the burial service over them at the age of eighty. The longest lives are often built up on apparently the frailest foundations.

WHEN YOU BUY A RAINPROOF.

A Rain resisting cloth must be proofed and also of close weave. So in the examination of rainproof fabrics two tests are applied.

The first test is for "imbibition." A weighed portion of fabric is completely immersed in cold water for ten minutes. It is then taken out and allowed to drain for fifteen minutes under prescribed conditions, and then weighed. The precentage increase of weight is a measure of the resistance to wetting or degree of proofing.

An unproofed cloth will increase in weight by about 200 per cent. A very well proofed cloth may only increase in weight by 20 per cent.

The second test is the drop test. From a height of five feet drops of water are allowed to fall on to the cloth, always hitting the same spot.



Underneath the cloth is a glass plate and between the plate and the cloth is a fine blotting paper. So soon as water penetrates, a water-blot is seen on the paper.

If a rainproof cloth requires seven drops before penetration, it is good for ordinary purposes. A very good rainproof may require seventy droops or more. A defective cloth may give penetration on the first drop.

Resistance to the drop test is secured by well-proofed cloth which is also of close weave. A raindrop is a sphere of very elastic fluid. If the weave gave a large mesh, the drop could pass right through.

In buying a raincoat one therefore requires good proofing and close weave. If the fabric is not of sufficiently close weave rain will get through in spite of the highest possible degree of proofing.

MRS. THRIFTY SAYS —

Why don't you keep all the drippings from roasts in a jar to be used for frying?

Place the dripping in a bowl and pour boiling water over, then allow to stand till the water has cooled. This process clears the fat, and any extra solids settle at the bottom. When thoroughly cold, remove the fat from the top and keep in a jar to be used for frying purposes.

* * *

Chiffon may be freshened by hanging it in the bathroom filled with steam for a few minutes. Then hang in an airy place.

* * *

Dip sausages in flour before frying—it will prevent them from breaking.

* * *

When you are decorating a glass jar by painting, you will find this an easy method of transferring the design. Choose the picture or transfer design of the flower or figure and stick it into position inside the jar with a little paste. Follow the pattern, and when the paint is thoroughly dry, remove the design from the inside of the jar with warm water.

* * *

Mix coal dust to a paste with hot water in which saltpetre and soda have been dissolved in the proportion of a tablespoonful of each to a quart of water.

Put the paste into a box, and before it is set divide into blocks. These, put on the fire before you go out, will burn for hours, whereas the coal dust used as it is often only succeeds in putting out the fire.

North London woman: I want a separation from my husband for mental cruelty. Magistrate: What do you mean? Woman: He stays out at night and does not tell me where he goes.



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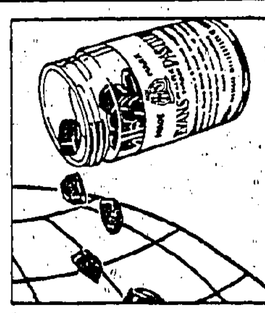
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CHINESE WOMEN'S DEMANDS.

MORE GOVERNMENT JOBS.

[United Press.]

PEPING, Jan. 21.

The women of North China demand a greater representation in the government of the country, national and provincial, in resolutions passed by the Peping Women's Union, in convention here.

The union asserted that too few women are getting jobs at Nanking and elsewhere, and expressed the belief that the Government should give more of its "plums" to women, many of whom, the Union declared, are better qualified than the men now getting them.

The Women's Union here, according to the annual report for 1929, has a membership of 1,200, of whom two-thirds can read and write Chinese. The Union has been very active during the past year in seeking the formation of a real National Women's Union, in which the women of all provinces may be represented.

The annual report describes 500 cases which the Union handled during the year on behalf of its members or their friends. Ten per cent. of these cases were those of women who wanted to get divorces from husband they considered unworthy, and the Union supported them in this contention.

The women's union is being backed by the district Kuomintang, in whose headquarters they hold meetings. The Kuomintang is encouraging the women to take a more active part in politics. The union is particularly interested in education for women, and is considering ways and means of obtaining education for Chinese girls in Peping equal to that provided for boys.

MYSTERIOUS DEATH OF A DOCTOR.

TRAGIC DISCOVERY IN A GARAGE.

The mysterious death of Dr. Charles John Ernest Edmonds, aged fifty-two, of Lewin-road, Streatham, whose body was found in his grage near his home, was the subject of an inquest which was opened and adjourned last month in London.

The coroner, Mrs. Douglas Cowburn, addressing the jury, said that the case was one which would require close and serious attention. The garage door was locked when the doctor was found and the engine of the car was cold. The doctor was found in a sitting position some little distance from the car. The remains of a cigar were found in the car.

Mrs. Geraldine Edmonds, the widow, said, in evidence, that her husband was always worried over his patients. There were also domestic trifles.

Miss Dorothy Edmonds said that her father had been a little quiet lately, but she knew of no reason why he should be depressed.

"Not Exactly Happy."

The coroner: Were you all living happily at home together?

Miss Edmonds did not reply immediately, and she then said, "We were all living together at home, but we were not always exactly happy. Mother used to be rather annoyed with father, and sometimes they used to quarrel about his money. He would persist in helping people, and mother thought he was very foolish and people did not need it. There was no question of financial difficulty. He would never take a holiday."

Police Constable Austin, who searched the body, said that he found a box containing tubes of strychnine sulphate tablets and morphine sulphate tablets. Some of the latter were missing. There was also a hypodermic syringe.

Inspector Clarke, of the Public Carriage Office, stated that there was no trace in the car of any leakage in the exhaust system.

The coroner said that he had sent certain organs to the Home Office analysts.

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Specially designed and made of the finest grain leather and willow calf.

Grain leather, plain toe, new rubber soles	$36.50
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WHITEAWAY, LAIDLAW & CO., LTD.

SINO-JAPANESE RELATIONS.

OUTSPOKEN STATEMENT BY BARON SHIDEHARA.

PROS AND CONS OF EXTRALITY ISSUE.

[United Press.]

Japan's relations with China are not likely to be affected by the coming general election, in the opinion of unofficial observers in Tokyo. There is little likelihood that the Minseito Party Cabinet headed by Premier Yuko Hamaguchi with Baron K. Shidehara as Minister for Foreign Affairs will have to resign as result of the elections, a competent foreign observer told the *United Press*, and even if it is forced out by a defeat at the polls any new Government would be almost certain to follow the general lines laid down by Baron Shidehara for dealing with China.

The Shidehara policy, as it is called in Japan, was outlined by the famous Foreign Minister in his address to the Diet before it was dissolved last month as follows:

"In China, endless scenes of internal commotion and strife have in the past from year to year presented themselves. They have not only caused untold misery and hardship to the Chinese people themselves, but have also exercised a most harmful influence upon our political and economic relations with China. Nothing was more gratifying to us than to witness the measure of success which the Nationalist Government, through tremendous efforts, was able to attain in 1928 in the great enterprise of effecting a national unification. Having regard, however, for the historical and geographical background of China, and other conditions surrounding her, we are not blind to the many difficulties with which any attempt to establish peace and unity in all parts of that vast country will have to grapple. As a matter of fact the political situation in China began once more to show signs of unrest in the spring of last year. Recent indications are more reassuring but the future alone can tell if the crisis has been averted once and for all. We in Japan have only to look forward with sympathy and patience to the achievement of their task by those who have been devoting their attention and energy to compose China's existing difficulties. We cannot, however, dismiss from our mind an apprehension borne out by various instances in history, that, in any country faced with similar troubles, the temptation may grow strong for men in power to resort to an adventurous foreign policy with a view to diverting the minds of the people from internal to external affairs. It would be needless to point out that a policy repugnant to all sense of reason and moderation can scarcely tend to enhance the prestige of a nation or serve the purpose for which it is intended. I sincerely trust that the responsible statesmen of China will avoid all such temptation and proceed to work out their country's destiny by steady and measured steps."

Two Points of View.

"The future of Sino-Japanese relations is variously viewed in this country. There are pessimists who maintain that, no matter how fair and liberal a course Japan may pursue, China will never meet us half-way, but be swayed by considerations of domestic politics and assume towards us an attitude more wanton than ever which could only be calculated to aggravate the situation. Others entertain a more optimistic view. They hold that all the suspicion and mistrust which the Chinese people have hitherto harboured towards Japan rest on no substantial grounds, and that, with a better understanding on China's part of our real motives, there must come a better relationship between the two peoples. They further anticipate that the stabilization of the internal political status of the Chinese Government will be followed by a reorientation of China's foreign policies upon more moderate and normal lines."

"I am not here to pass judgment on these conflicting views. Whatever response we may receive from the Chinese we are determined to exert our best efforts to regulate our relations with China on a basis which we believe to be just and fair. Our peculiarly close relations with China, especially their complexity and variety of their ramifications, naturally are bound to give rise to questions calling for diplomatic treatment and tending to excite the feelings of both Japanese and Chinese."

"If, however, one takes a broader view of the future well-being of both Japan and China, one will be satisfied that there is no other course open to the two nations than to pursue the path of mutual accord and co-operation in all their relations, political and economic. Their real and lasting interests, which in no way conflict but which have much in common, ought to be a sufficient assurance of their rapprochement. If these Chinese people awaken to these facts and show themselves responsive to the policy so outlined, nothing will more conduce to the mutual welfare of both nations. Should they, on the contrary, fail to understand us, and seek trouble with us, we can at least rest assured of our strong position in the public opinion of the world."

"Unequal Treaties."

"With regard to the question of the course which we propose to follow may be inferred from what I have tried to describe as the guiding spirit of our policy towards China. For a long time, it is true, peace and order have not been established in China; the authority of the Central Government has been questioned in the provinces; the lives and property of foreigners resident in China have time and again been menaced; assurance contained in international treaties repeatedly have been disregarded. These facts have weakened the case of China in her demand for the abolition of "unequal treaties." It is obviously the duty of every Government to look to the safety of its nationals residing abroad and to protect the important economic interests of its own country."

"On the other hand, placing ourselves in the position of the Chinese, we can well appreciate the sense of injury with which they regard the continued existence of these treaties hampering their national life. Nor can the recent emancipation of other Asiatic nations from the limitations of similar treaties have failed to add to the poignancy of their feeling. In the face of much deep discontent ranking in the heart of a nation, it is not the part of constructive policy for us to remain indifferent and do nothing to alleviate the grievance. If only out of sympathy for a neighbouring nation labouring under one-sided limitations upon its sovereignty, as we ourselves were at one time, it is but natural that we should decide to help China with every means at our disposal for an early removal of these restrictions."

Adequate Assurances.

"While we are thus quite willing to offer assistance to China in order that she may be placed on an equal treaty footing with all foreign powers, we owe it to ourselves to seek adequate assurances for the safety of our nationals residing in China, and for the protection of the important economic interests which Japan possesses in relation to that country. It ought not to be difficult for the Chinese people to realize what we have in mind, if they only recall the whole-hearted co-operation which the Japanese representatives extended to the Chinese throughout the whole course of the Peking Tariff Conference of the sittings of the Commission on Extra-territoriality in 1925-26. The attitude then taken by Japan is the attitude which she now is taking with regard to "unequal treaties." In that spirit we gladly accepted as early as in 1926 the Chinese proposals to open negotiations for the revision of the Sino-Japanese Commercial Treaty (the basis agreement between the two nations.) These negotiations had to be dropped because of political upheavals in China. In April of last year the two Governments agreed to open fresh negotiations which have not yet been initiated. An early adjustment of the question of treaty revision has at all times engaged our serious attention."

Extrality an Anomaly.

"Of the clauses contained in the "unequal treaties," that which relates to extra-territoriality forms a most important objective of the present popular agitation in China. Our position in this matter has throughout been governed by the line of policy enunciated above. That China alone of all nations is to-day denied the jurisdiction over foreigners within her territory is indeed an anomaly. It is, however, wide of the mark to ascribe the cause of such an anomaly to the sheer conservatism of any power. It cannot be denied that hitherto China's judicial system has laboured under many serious defects, such as its lack of independence from the interference of the administrative and military authorities, and the absence of basic laws regulating the rights and obligations of individuals. It is true that various codes of law have been promulgated; but, in view of their far-reaching importance, it will be conceded that, before they are put in operation, a suitable time should intervene. These practical considerations naturally have deterred the Governments of the countries having important interests at stake from acquiescence to the immediate abolition of extra-territoriality. A satisfactory settlement of this question can be attained only through friendly negotiation and understanding between China and the Powers concerned. In fact these powers have all declared themselves ready to enter into negotiations

(*Continued on next Column.*)

with China to bring about the desired adjustment."

China's Proclamation.

"The National Government (of China), however, in its mandate of December 28, 1929, proclaimed.

"For the purpose of restoring China's inherent jurisdictional sovereignty, it is hereby declared and determined that on and after January 1,1930, all foreigners in the territory of China, who are now in the enjoyment of extra-territorial privileges, shall abide by the laws, ordinances, and regulations duly promulgated by the central and local Governments of China. The Executive Yuan and the Judicial Yuan are hereby ordered to instruct the ministries concerned to prepare as soon as possible a scheme for the due execution of this mandate and to submit it to the Legislative Yuan for examination and deliberation with a view to its promulgation and enforcement. As a matter of principle, the proposals for the abolition of the system of extra-territoriality in China met with no opposition from any of the Powers concerned, since the time of the Washington Conference. It is, however, self-evident that the method and process of its abolition should be determined in common accord by China and the Treaty Powers. The point is, moreover, made abundantly clear both in the Washington Resolution itself and in the report of the Commission of Extra-Territoriality in 1926, which was signed by the Chinese Commissioner along with his colleagues from the other countries concerned. The Mandate of December 28 has not been formally communicated to any foreign Government; nor does it seem to be sufficiently explicit in meaning. At any rate I can hardly bring myself to the conclusion that the Chinese Government, in issuing such a mandate, had in mind a policy subversive of the laws and usages of international intercourse. In point of fact neither Japanese nor any other foreigners in China who have hitherto enjoyed extra-territorial privileges have as yet been subjected to the exercise of Chinese jurisdiction."

SMALL-POX CASES.

A BAD DAY.

The official returns issued by Dr. Pope, the Medical Officer of Health, showing the number of cases of notifiable disease during the week ending midnight on February 1, gave the number of small-pox cases as 19 (including one foreigner).

In the twenty-four hours ending midnight on Monday, however, 23 cases were reported in Victoria and one in Kowloon. All these cases were Chinese.

CHINESE CLERK SUES EMPLOYERS.

COMPANY TO PAY.

A representative of the Chung Hua Steam Navigation Co., Ltd., of 26, Wing Lok Street East, who had previously been advised that, being a limited company, they should be represented by a solicitor, again came in person as defendant in a claim for $300 at the Summary Court yesterday.

The plaintiff, Wong Wah Lam, of 444, Nathan Road, claimed the amount which included one month's salary in lieu of notice for his services as chief clerk of the defendant firm at a salary of $100 a month.

Defendant's representative was not heard, and judgment was given for the plaintiff for one month and eighteen days' amounting to 158.06, and an additional $100 in lieu of notice.

CHINESE ART EXHIBITION.

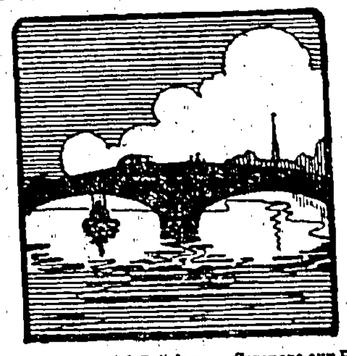
OPENING TO-DAY AT SIH NAN COLLEGE.

A Chinese correspondent informs us that an exhibition of work by members of the Hong Kong Chinese Art Society and by a number of prominent Chinese artists will be opened to-day at the premises of the Sih Nan Girls' College, No. 26, Bonham Road. The exhibitors include Messrs. Oh Tai Yuen, Lai Chi Hsi, Lui Fu, Tang Yi Nga, Lai Kung Chi, Wong Pon Yok and Sun Kwan Mok, all well-known names in Chinese artistic circles.

The work is of very high standard and that sent by Mr. Yiu Tai Ming, who has studied in France, is particularly effective, such pieces as "Kowloon," "Satin," and "Chingshan" being sure to command general admiration. Miss Chen Suk Hang has also sent some excellent work. The exhibition will be open for four days and it is hoped that all who are interested in art, Chinese and foreigners, will take this opportunity of seeing what what beautiful work is being done by Chinese artists in this Colony. All visitors will be cordially welcomed by the Art Society.

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DOUBTS ABOUT THE BRITISH LEGION.

ANXIETY CONCERNING ADMINISTRATION.

DEMAND FOR AN INQUIRY.

What is wrong with the British Legion?

The *Sunday Express* (London) suggests that, in the interest of the ex-service men of the country and of those who have subscribed within recent years vast sums of money to the funds, it is urgently necessary that there should be an immediate and searching inquiry into the administration and work of the Legion.

A minor official has been sentenced to a short term of imprisonment for the embezzlement of a comparatively small sum of money. It would be folly to assume that, with this one case out of the way, the Legion can resume its normal activities behind its normal cloud of official secrecy.

Many ugly rumours are afloat in every circle regarding the administration and affairs of the Legion. In the interests of the Legion itself an investigation is essential.

The branches are dissatisfied, the subscribers are becoming worried, and the general public has an uneasy feeling about the whole matter.

Too Much Secrecy.

The administration of the Legion is almost as secretive as the Secret Service. Its balance sheets throw no light on the details of what is being done.

The *Sunday Express* believes that it is in the national interest, as well as in the interests of the Legion, that there should be a thorough examination of the present situation.

As a beginning, the *Sunday Express* suggests that Colonel Crosfield, the chairman, should instruct his staff to issue an official reply to the following questions:—

(1) What was the total income of the Legion last year, and what proportion of this sum was spent in purely administration costs?

(2) What is the total sum spent per annum on subsistence allowances?

(3) What is the difference between a salary and a subsistence allowance?

(4) How many members of the metropolitan area council are in receipt of subsistence allowances?

(5) In how many trading companies or businesses has Legion money been invested?

(6) Have any of these companies or businesses failed, and, if so, how much money has the Legion lost?

(7) Were any members of the salaried staff of the Legion connected with the boards of such companies or businesses, and, if so, did they draw renumeration for services apart from their salaries paid by the Legion?

DOCK PLEDGE BY MAJOR.

FOUR MONTHS' GAOL.

Two stalwart Irish ex-servicemen wept in Westminister Police Court last month when Major Harold Edward Cheesman, formerly secretary for the metropolitan area of the British Legion, was sentenced to four months' imprisonment in the second division for having stolen £480 12s. 7d. from the funds of the legion.

As Cheesman left the dock a crowd of ex-servicemen came from the back of the room and shook his hand.

Mr. Douglas W. Money, solicitor, said that Cheesman (whom he represented) wished to plead guilty.

Mr. Gerald Dodson, prosecuting on behalf of the legion, said that the money was taken between June 1928 and November last year.

Major Cheesman had been paid a salary of £500 a year.

In November it was discovered that the accounts of the metropolitan area, which he controlled, were not in order.

Murder Threat.

Mr. Dodson said that Cheesman came to England from Ireland in 1925 and became the secretary of the area in 1926.

He was pressed by creditors, and had recourse to moneylenders.

Major Cheesman, said Mr. Dodson, came to the legion with excellent references.

"He was a Regular soldier. He enlisted in 1909, was commissioned on the field in 1916, promoted from lieutenant to major in three days in 1917, and awarded the Military Cross."

Mr. Dodson said that it was not suggested that he had robbed any of the poor dependants of the legion.

Mr. Money said when Major Cheesman went to Ireland he found that the ex-servicemen were entirely unorganised. He took the matter up and guaranteed a lot of accounts, and used his own money for that purpose, hoping to be paid back when it was organised.

Then the revolution came, his house was burned down, and he was taken up into the hills and tried by a so-called court-martial and threatened with shooting.

At this point there was a dramatic interruption from the back of the court.

A young man pushed his way through the crowd and said, "May I speak?"

Mr. Gill: Who is this man?

Major Cheesman: He is the man who saved my life.

Mr. Money (to the magistrate): It is a man who, I am told, was with Major Cheesman in Ireland when he was sentenced to be shot out of hand, and he knows all the circumstances.

"I Take My Medicine."

Mr. Gill, in passing sentence, said that it was lamentable to see a man of Major Cheesman's character and antecedents in such a position.

Major Cheesman, speaking with great emotion after being sentenced, said: "I should like to say I greatly admire the way the legion have carried out this prosecution. I take my medicine like a man.

"You have stripped me of my rank and decorations. I lose everything. I shall go and serve my sentence, and hope that I shall come back and make restitution to the legion.

"I only hope while I am away my friends will remember the work I have done for the legion, that I have suffered, and that they will do their best to take care of my family."

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 11 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

MILITARY CRISIS OVER!

CANTON TROOPS GAIN UPPER HAND.

"IRONSIDES" RETREATING.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Feb. 4.

The Canton Government claims the capture of Pingnan, an important point on the West River above Wuchow. The situation in Kwangsi, according to the local authorities, is well under control, and the "Ironsides" and Kwangsi troops are being driven towards Sunchow and Nanning. The Cantonese troops have again got the upper hand though a week ago the situation looked very gloomy indeed, when General Lui Woon Im's troops defected. This force, about 2,000 strong, came to within twenty miles of Wuchow, but no reinforcements arrived and they withdrew.

THE MINT REOPENING.

The Canton Government Mint will be reopened on Thursday, large quantities of silver bullion having been bought from abroad. The bullion has already arrived in Hong Kong, and Mr. Soo Pan Ning, managing director of the Government Mint, went to the British Colony on Monday to fetch it and he is expected back in Canton tomorrow (Wednesday). The coins to be minted will bear the same date as those issued the last year, as the finance authorities have not yet got the new moulds for 1930.

The reminting of the older coins of doubtful value will be continued and efforts are being made to collect all counterfeit money. This will be sent to the Mint for analysis, and will be paid for by the Government according to the silver content. The Government will then melt it down recapturing the silver. Large numbers of coolies are making a living by going from town to town in the outlying districts and buying bad coins for the Government.

AN ART EXHIBITION.

The Canton Y.M.C.A. is holding its Third Annual Art Exhibition in its premises on the Bund and over a thousand paintings and water colour pictures, representative of all types of art in South China, are on view. Foreign artists in Hong Kong, Macao, and Canton are also taking a keen interest in the exhibition, and have contributed a number of paintings. The exhibition is divided into several sections, each occupying one or more rooms. These sections include water colour pictures, pen and ink sketches, oil paintings and sculpture.

The Art Exhibition was formally opened yesterday by Mr. T. P. Pun, chairman of the Board of Directors of the Canton Y.M.C.A. Over a thousand people were present, including a number of foreigners. Mr. Ko Kim Foo and Mr. Po Shou Yau, famous Chinese artists, were among the speakers.

MILITARY SITUATION QUIETER.

REPORTED WITHDRAWAL BY KWANGSI.

According to the vernacular press, the military situation at Wuchow has become quieter during the last two days. The Kwangsi troops are reported to have withdrawn to Pingnam, while their allies, the "Ironsides," are retreating towards Pinglok. Cantonese troops are now advancing in the direction of Tenghsien, which was lately evacuated by the Kwangsi troops.

A Wuchow report states that the Kwangsi-"Ironside" forces have decided to abandon the attack upon Wuchow in view of the heavy Cantonese troops massed there. They are attempting to attack southern Kwangtung where garrison troops are limited, with the intention to capture Pakhoi so that they may obtain supplies without difficulty.

The proposed compromise between the Cantonese troops and the Kwangsi-"Ironside" coalition has broken off, as most of the Canton military leaders insisted on the completion of the campaign at any cost so as to finish the job once and for all. Chang Fat Fui, the leader of the "Ironsides" has also decided to fight to the last as his troops are unwilling to remain in Kwangsi, their objective being the capture of Canton.

ROUND THE COURTS.

OPIUM DEN RAIDED.

Three Chinese were before Mr. Whyte-Smith yesterday on charges of unlawful possession of 1½ taels of non-Government prepared opium, and with keeping the first floor of 264, Tai Nam Street as an opium divan.

The first two defendants said they were merely smokers and had nothing to do with the divan at all. The third pleaded guilty to "running the show."

On Revenue Officer Tallon accepting the pleas, the first two men were accordingly discharged.

The Magistrate said it was a long time since he had a divan case before him. The officer for the prosecution said this divan was a big one and 24 people were found smoking the drug when the place was raided, while 14 lamps and pipes were picked up.

The third defendant was convicted on both charges. On the first count he was fined $120 or one month while a fine of $100 or one month's jail with hard labour was inflicted on the second.

GETTING HIS OWN BACK.

A sub-contractor owed another Chinese a sum of money, and when the cash was not forthcoming when asked for, the creditor got annoyed, and took debtor's spirit-level which he pawned for 40 cents.

The men appeared before the Kowloon Magistrate who warned the creditor that just because a man owed him some money, he must not imagine that he could steal anything that belonged to the debtor. The man was also ordered to redeem the instrument.

BAD TEMPER COSTS $5.

"He threw sand over me and that made me angry, so I picked up a piece of wood and hit him on the head," said a Chinese employed by the Sang Lee Building contractors, when he appeared before Mr. Whyte-Smith on the charge of assaulting a fellow-worker on January 27.

"Is that so," replied the Magistrate.

Defendant then left the Court minus $5.

$25 FOR SACK OF RICE.

A Chinese who was described as having a good business record, and who has been unemployed since the New Year, thought he would have a sack of rice free of charge.

He boarded a rice-junk and represented himself as a *foki* of the Man Foong Leung Shop, Mongkok. He was given the rice but a coolie on the junk got suspicious and followed the man. When he (the coolie) found that defendant was not taking the rice to the shop he had the man arrested.

Mr. Whyte-Smith convicted the defendant and imposed a fine of $25 or three weeks' hard labour.

RECENT BOMBING OF WUCHOW.

SUFFERERS COMPENSATED.

A sum of several thousand dollars has been spent in Wuchow by order of General Chen Tsai Tong as compensation for the loss of life and property sustained by some of the residents in Wuchow during the air raid by Canton bombing aeroplanes, when the city was held by the Kwangsi troops not long ago.

After the recapture of Wuchow by the Cantonese troops, a notification was issued by General Chen asking the sufferers to report the amount of damage to field headquarters for the purpose of compensation, and twenty-five families applied. The truth of the reports having been investigated, compensation was duly paid.

LAID TO REST!

FUNERAL OF OLD PORTUGUESE RESIDENT.

The death occurred at 4 a.m. on Tuesday at her residence at 2 Granville Road of Mrs. Ludivina Pereira.

The deceased, who was sixty two years of age, was known to a large number of residents in Hong Kong, and was a prominent member of the Portuguese community. Her funeral, which took place yesterday afternoon, was attended by a very large circle of friends, and a profusion of floral tributes marked the esteem in which she was held by her compatriots.

Much sympathy will be felt for her son and four daughters, these being respectively, Mr. T. M. Pereira, Miss B. Pereira, Mrs. C. M. Soares, Mrs. H. Alves and Mrs. S. A. Lopes.

THE WATER SUPPLY.

LATEST FIGURES.

We have received the following information from the Director of Public Works:—

The total storage in the island reservoirs on the morning of Monday, February 3, amounted to 1,097,55₂ million gallons showing a decrease of 47.80 million gallons during the past week, the amount collected from streams being 2.93 million gallons. The week's consumption amounted to 50.75 million gallons.

The total storage in the mainland reservoirs on the morning of Monday, Feb. 3, amounted to 430.14 million gallons, showing a decrease of 2.69 million gallons during the past week. The week's consumption amounted to 23.74 million gallons, not including 1.39 million gallons supplied to Water Boats at Lai Chi Kok.

The yield from the Shing Mun River and streams during the week is 22.44 million gallons.

BRAALAND'S CREW IN HONG KONG.

RETURNS BY HENRY KESWICK.

LITTLE HOPE OF SALVAGE.

The Kowloon Dockyard tug-boat, Henry Keswick, which went to the assistance of the Norwegian steamer, Braaland, on Wednesday morning, returned yesterday with Capt. F. N. Kjose, the master of the ill-fated steamer and the crew (5 Europeans and 34 Chinese) on board.

Interviewed by our representative, one of the crew said that the Braaland ran aground near the Paracels on Tuesday night, when a severe gale was blowing, and the sea was very heavy. She immediately called for assistance and the P. & O. s.s. Macedonia stood by for about five hours. Owing to the heavy seas, she could do nothing and went on her way.

The Henry Keswick reached the wreck at 4 p.m. on Saturday but was unable to take off the crew. The tug boat was forced out to sea again shortly after her arrival on the scene, and it was not till 3 p.m. the following day (Sunday) that the crew was got off. Capt. Douglas, marine surveyor of Messrs. Goddard & Douglas, was on the tug-boat, and after it was ascertained that salvage work was impossible, the vessel was abandoned at 4 p.m. and the Henry Keswick made for this port with all hands safe on board.

When interviewed, Messrs. Kartsen Larssen, the local agents, said that with the North-East monsoon on, it is impossible to think of salvaging the wreck just at the present time. It is also feared that by the time the monsoon is over, the vessel will be so badly battered about that it will not be worth while to commence any salvage operations.

LOCAL WILLS.

FOUR EUROPEAN ESTATES.

Applications for probate have been granted by the Supreme Court to local attorney acting on behalf of a number of persons who have left property in the Colony under their last wills.

Mr. Edgeworth Ussher Reid, of Messrs. Jarding, Matheson & Co., Ltd., late of Victoria, B.C., Canada, who died on June 16, 1929, left an estate of $100,000. Everything is bequeathed to the widow and sole executrix, Mrs. Delphine Sylvester Reid, of 1440, St. Patrick Street, Victoria, B.C.

Lieut.-Col. Charles Harwood Manger, late of Woolston, North Cadbury, Templecombe, Somerset, but formerly of Discove, near Bruton in the same County, who died on March 19, 1929, left estate worth $18,900 in the Colony. The estate is left in trust for the benefit of the widow, Mrs. Eileen Manger, and children.

Mr. Ernest Alexander Chaplin, late of 6, Pemberley Avenue, Bedford, and at one time chief officer of the s.s. Afridi, left an estate of $48,700. He died on April 28, 1929, at Beaumont Street, Portland Place, Middlesex, appointing under his will his wife, Mrs. Kate Elizabeth Chaplin, the sole executor.

Mrs. Mary Russell McCulloch, or Kirkpatrick, widow, late of The Mount, Ballantrae, Ayrshire, who died on April 27, 1929, at Inveravon, 2, Ellieslea Road, Broughty Ferry, Dundee, left local estate worth $17,100 and property in England and Scotland to the value of £6,999. Mr. D. C. Thomson, newspaper proprietor and publisher, Mr. John McCulloch and Mr. David McMillan, all resident at Home, are mentioned as the executors under testator's trust disposition and settlement made shortly before her death.

Mr. Oscar Crispim Baptista, also known as Oscar Baptista, a local resident, late of 6, Hart Avenue, Kowloon, who had been in the service of Messrs. Gibb, Livingston and Co., Ltd., for over 40 years, left an estate of $42,100 which is bequeated to the widow and children. He died at Macao in October last year.

ENGLISH ASSOCIATION MEETING.

MAJOR DOYLE ON "ENGLISH IN THE ARMY."

"CONCRETE NOUNS, IRREGULAR VERBS AND VERY IRREGULAR ADJECTIVES."

The Bishop of Victoria (Bishop C. Duppuy), speaking from the chair at the meeting yesterday of the local branch of the English Association, said that when he had heard the title of the lecture Major Doyle was to give them "English in the Army" it had set him wondering. He remembered the words of Lord Rawlinson spoken to a gathering of padres after the armistice. "Many of you have been to Universities but no University has taught you more than this Army with which you have been engaged." Here in Hong Kong they derived many benefits from having the men of H.M.'s Services among us—but not from their English.

Army's Clear, Concise English.

Major Doyle began his lecture by saying that he feared the title was misleading. Scientists had to turn to Latin in order to express themselves clearly; diplomatists had to turn to French; he wanted to change all that, and felt that a study of the language used by the British Army might do much to teach the use of clear concise English.

The purpose of the army was to train for war, and they had need of a clear and definite language to express things unmistakably and rapidly. The simplest style was needed when one wanted to give information, and that was why he was against the reading of the classics and novels, in which metaphor was used. Army language contained plenty of nouns, a few definite adjectives, and a few verbs. The Army had to learn the names of all the parts of the things they used, landscape as well as weapons. "We even gave extra names to some of the letters of the alphabet to ensure clearness." The object was to express the meaning of the order clearly and to be sure that it was conveyed clearly. Illustrating the type of mistake which might be made by too great terseness, Major Doyle told a story of a party of men who were set to stone breaking and ordered to break the stones to the size of nuts. When the sergeant returned he found the men seated on a pile of boulders and remarked "If I had known you was cockneys I'd have told you I didn't mean cocoa nuts."

Army Orders.

Army orders were divided into three paragraphs. The first gave information as to the position of the enemy, the second the intention of the writer, and the third the method on which the troops were to act. The lecturer then gave several examples from the history of warfare to illustrate the disastrous consequences of orders which were not clearly expressed.

In the case of verbal orders the officer was up against the man who would think instead of listen. In drill there was a warning order followed by an executive order as "fix"—"bayonets." In religion, continued the lecturer, ritual played an important part, the forms symbolising an ethical principal, but no religion could exist on ritual alone. Whereas details of ceremonial could be described in clear language, it needed a different style to explain how its principals should be applied. The Army, too, had its parables, and the Army manuals taught what was called, appreciating the principals of Army training. Turning to the manual of military war, he explained that any alterations were made with each new edition or might be stuck into the book; they were not left, as in civil law, in the records of the courts.

In conclusion, Major Doyle said that the Army, in its language, had two great advantages, power of definition, and power of amendment; it only had these powers because it had authority such as there was not, unfortunately, in civil life for the correct use of the English language.

War and Verbal Invention.

Professor R. K. Simpson, in thanking Major Doyle for his lecture, said that war seemed to stimulate the artistic talent for invention of words, and the late war had proved no exception. It would be interesting to trace as nearly as possible the exact date at which the many words in common use, which were introduced during the war, were first heard.

Why the English are a Salient Nation.

Sir Henry Gollan said that he had listened to Professor Simpson's lecture last month with great interest, and also with interest to Major Doyle's, but his predominating feeling now was surprise that any one should venture to speak English. The English were called a silent nation, he knew now why, because they were taught English in their youth.

He had thought—hoped—that Major Doyle was going to give them examples of some of the concrete nouns, the irregular verbs and the very irregular adjectives of the Army, but he had lifted them onto a plane on which he (Sir Henry) could not breath very easily; it was an air altogether too rarified and refined!

He had expected him to touch on the influence on English of the Imperialistic tradition, on the enrichment of our language by the acquisition of foreign, mostly Indian words, but the subject from Major Doyle's point of view was not a flippant but a very serious one.

H.E. on Civil Reports.

His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.) said that there was one aspect of Major Doyle's lecture which had not been touched upon, the way in which he had shewn that the English language developes its own particular style for a particular purpose. Major Doyle had been just a little scornful of civilian styles, and he felt called upon to defend them. No one would be anxious to read as literature any dull book or Army manual, but the reports written by Governors of our Colonies as far back as 1650, were written in a style which was not only literature and pleasant reading, but expressed perfectly clearly the desires and opinions of the writers. He felt that the Association owed Major Doyle a debt of gratitude for opening up an entirely new aspect of English to the members.

BUSINESS DONE.

It was decided to make an alteration to the rules of the local Association with reference to life membership. According to the new reading, life membership may be acquired by payment of $50 which included life membership to the Central Association, of which the local Association shall pay £3.3.0 to the central fund.

It was announced that during Professor Simpson's absence on Home leave, Mr. D. B. Birch of the University had agreed to take over the secretaryship. A vote of thanks to Professor Simpson was recorded.

The next meeting of the Association will be on March 4 at Government House at 5.30 p.m. when Mrs. Southorn will lecture on "Jane Austen."

MONEY LOAN CASE.

INDIAN SUES MOTOR-CAR DRIVERS.

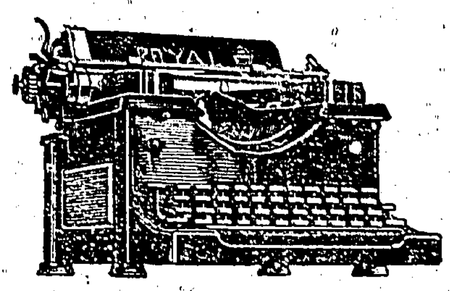
Two versions of a money loan transaction were given in the Summary Court yesterday before the Puisne Judge (Mr. Justice Wood), when Sher Singh, of the Yokohama Specie Bank, sued Ng Fat and Poo Sang, motor-car drivers, employed by a local hotel.

Plaintiff claimed $50 as principal due on a promissory note, and $5 as interest for five months. He alleged that he originally lent $100, of which $70 was repaid. A new note was then made out for double the amount of the balance, or $60. A sum of $5 had been received by plaintiff, and he gave a receipt for $10, being double the amount according to custom.

The defendant party admitted receiving $100, for which a note for $200 was signed. The principal under this note had been repaid, and the present writ was only for interest due on the loan. It was further submitted that $10 and not $5 had been actually paid on account as shown by the receipt.

Judgment was given for plaintiff, an order being made for payment of $4 monthly instruments.

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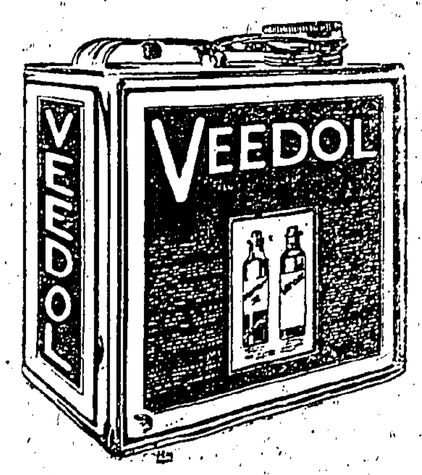
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[A.P.E.]

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WEATHER and Ground Permitting, MATCHES have been arranged to take place on FRIDAY, 7TH FEBRUARY, Commencing at 3 P.M., between MESSRS. HARADA & SATO (Davis Cup Players) and MESSRS. M. W. LO, S. A. & H. D. RUMJAHN.

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R. A. O. B. CLUB.

ANNUAL MEETING.

THE ANNUAL MEETING of the R.A.O.B. CLUB will be held on SUNDAY, FEBRUARY 9TH, at 6 P.M. It is hoped all Members will attend.

J. BUTLAND, Hon. Secretary.

8967]

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A DEMONSTRATION SET, Shewing the Operation of the Automatic Switches during the Progress of a Call, and demonstrating the Various Tones received at Each Stage, has been Installed in the MAIN LOUNGE of LANE, CRAWFORD'S CAFE, and Telephone Users are Earnestly Requested to avail Themselves of the Opportunity of Becoming Conversant with the Method of Operation by paying a Visit to This Working Model where Officers of the COMPANY will be in attendance to explain the Functioning of the Switches and the Meaning of the Different Tones.

J. P. SHERRY, Manager. [8951

NOTICE.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

IN order to facilitate the Investigation with regard to A Number of Share Certificates which have been Fraudulently obtained from the Company, All Holders of Share Certificates of the Company are requested to send in Full Particulars of their Holdings, Number of Certificates, Name of Owner, the Actual Distinguishing Numbers of the Shares covered by the Certificate, the Date of Issue of Such Certificates and their Folio Numbers, to The GENERAL MANAGERS As Soon As Possible.

By Order of the Board, JOHN D. HUMPHREYS & SON, General Managers. [5738

INTIMATIONS.

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at CITY HALL, Hong Kong, on SATURDAY, the 22ND FEBRUARY, 1930, at 11.30 A.M., for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1929.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 10TH FEBRUARY to SATURDAY, the 22ND FEBRUARY, 1930 (Both Days inclusive), during which Period No Transfer of Shares can be Registered.

By Order of the Board of Directors, A. C. HYNES, Chief Manager.

Hong Kong, 3rd Feb., 1930. [8979

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND TENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, QUEEN'S BUILDING, Connaught Road, on TUESDAY, 4TH MARCH, 1930, at 11 A.M., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, Declaring a Dividend and Electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 19TH FEBRUARY to TUESDAY, 4TH MARCH, 1930, Both Days inclusive, during which Period No Transfer of Shares can be Registered.

By Order of the Board of Directors, JOHN ARNOLD, Secretary.

Hong Kong, 4th Feb., 1930. [8977

THE BLUE TAXICAB COMPANY.

OUR TAXI SERVICE in KOWLOON has been Established for the Past Two Years and From Now on We wish to serve Our Customers with A BETTER RATE by Issuing TICKET FORMS. EACH BOOK of Tickets Costs FIVE DOLLARS and contains TEN 10 CENT-TICKETS, FIVE 20 CENT-TICKETS, and TEN 40 CENT-TICKETS. These Ticket Books can be obtained from Our Office at the CORNER of NATHAN and PAK HOI STREETS, YAUMATI.

Books will be Ready for Sale at the End of the Month. [8925

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Complete cyclopaedia and only reference book on present day Japan. Who's Who in Politics, Trade, Industry, Art, etc.

THE CHINA STOCK & SHARE HANDBOOK 1929. $3.00
Including List of Brokers and Stock Exchange Information, also all Limited Liability Companies, Capital and Dividends paid by companies in China and Hong Kong.

THE LAWS OF CONTRACT BRIDGE 1929... ... $2.00
As adopted by the Portland Club after consultation with other London clubs.

THE JADE MOUNTAIN—A Chinese Anthology, being 300 poems of the T'ang Dynasty, 618-906. $12.00
Translated by W. Bynner from the texts of Kiang Kang-hu. The result of 10 years' collaboration between Chinese scholar and a distinguished American poet.

TU FU—The autobiography of a Chinese Poet A.D. 712-770. $15.75
Arranged from his poems and translated by Florence Ayscough. Including an historical record, a biographical index, a topographical note, as well as Maps, Plans and Illustrations.

SHANGHAI BIRDS. By E. S. *Wilkinson*. $15.00
A study of bird life in Shanghai and the surrounding districts. Profuse illustrations in colour.

THE WRITERS' & ARTISTS' YEAR BOOK 1930.... $2.80
A directory for Writers, Artists and Photographers.

THE SEA DEVIL'S FO'C'SLE. By Lowell Thomas. ... $7.50
A book of daring sea stories that will entertain, grip and last.

THE RIDDLE OF RUSSIA. By E. Ashmead-Bartlett, C.B.E. $8.40
Praise candidly what is good and condemn openly what is bad! A frank book on the Soviet Government by an eye witness. With an introduction by The Right Hon. The Earl of Birkenhead.

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WEATHER REPORT.

Yesterday evening's weather report, forecast and remarks, issued by the Royal Observatory, stated:

The anticyclone is probably central to the north of Vladivostock.

Moderate to light monsoon along the S.E. coast of China and over the China Sea.

Local Forecast:—E. winds, moderate, overcast, drizzle and mist.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 5, 1930.

JAPANESE POLITICS AND PERSONALITIES.

THE second general election to be held in Japan since the adoption of the new manhood suffrage laws will see more than 12,000,000 voters go to the polls on February 20 to select 466 members for the Lower House of the Diet, which was dissolved by Imperial Decree on January 21. Spirited campaigning is under way throughout the country by more than half a dozen political parties, the Minseito or Government Party, and the Seiyukai, principal Opposition party, leading in the political warfare. The Premier, Mr. YUKO HAMAGUCHI, has issued a statement declaring confidence that his party will obtain a majority in the new Diet. He forecasts election of about 225 Minseito candidates, which, after deduction of various minority groups, will give the Government party a working majority and assure continuation of the present Cabinet. Mr. TSUYESHI INUKAI, former Minister of Communications and veteran leader of the Seiyukai, is equally confident of success, declaring the Seiyukai has purged itself of the corrupt elements responsible for the scandals unearthed after the fall of the Seiyukai Cabinet headed by the late Baron TANAKA.

In view of the nation-wide campaign for retrenchment, following the lifting of the embargo on gold and silver exports on January 11, all party candidates have limited their campaign expenditures. Charges of lavish use of money by speakers for both the major parties against Opposition candidates have not been borne out by impartial observers. The Upper House of the Diet—the House of Peers—was prorogued at the same time as the Lower House was dissolved last month. Since its members are not elected by popular vote it will not be affected by the coming election, and its personnel will be the same as that of the 57th session. According to the Election Law passed in 1925 the Lower House is composed of members elected by male Japanese subjects not less than 25 years old who have qualified for eligibility to the franchise. There are some exceptions. The country proper is divided into 119 districts, each of which returns from three to five members. Formosa and the colonies and possessions have no representatives. Rural districts have 352 representatives, and urban areas 112.

The polls will be open from early morning until late in the evening. Every effort is being made to induce each eligible voter to cast a ballot, and it is believed more than 75 per cent. of the electorate will fulfil their duties. Voting is secret, the voter entering a booth where he writes the name of the candidate he favours on a plain paper, marked at the top with the insignia of the Empire. He is not required to sign his name to his ballot, as his eligibility already has been checked from the electoral rolls kept by officials. When the voting is over the ballot-boxes are opened and counted by judges agreed upon by the party leaders. Results in some municipal areas probably will be known early on the afternoon of February 20. Returns from remote mountain districts may not come in for some days, but the general result probably will be forecast reliably by the night of February 21. The proletarian parties appear to have made little headway since the last general election in February, 1928, and are not likely to play an important role in the balloting this month. As the last Diet—the 57th—was dissolved without having adopted any legislation, it seems likely an extra-ordinary session of the newly-elected Diet—the 58th—will be called soon after the election results are known. The Emperor may call this extra session to begin sitting in mid-March, to adopt the Budget and consider other urgent legislation.

Talking pictures, radio, gramophone records, and new slogans all are being used by rival political parties in the campaign. The Government party is concentrating its attack on the Opposition along the lines of the scandals, exposure of which followed the downfall of the Government headed by Baron TANAKA. "Honest or Dishonest? HAMAGUCHI or INUKAI?", is the Minseito slogan, which inferentially charges Mr. INUKAI with responsibility for crimes committed by the Seiyukai during the TANAKA premiership, despite the fact the veteran INUKAI did not assume leadership of the Seiyukai until after TANAKA'S death. The Seiyukai has retaliated with this slogan: "Good business or Bad business? INUKAI or HAMAGUCHI?" The reference is to the Minseito policy of retrenchment, which Seiyukai leaders declare is responsible for business depression and unemployment. Bitter accusations are being freely exchanged as the campaign progresses. Minseito speakers have openly taunted the Seiyukai with the revelations of bribery and corruption which followed the fall of the TANAKA regime, declaring no member of the party can escape responsibility for the dishonesty of officials who were indicted after the TANAKA Cabinet resigned. Seiyukai speakers retaliate by declaring the present Government has wrecked business by its vigorous retrenchment policy, and caused intense suffering from unemployment by its stoppage of public works. The Minseito claim to spotless honesty is absurd, INUKAI alleges, declaring the Government deliberately has hushed up scandals involving its own members, while pressing those involving members of the Opposition. Both sides are distributing thousands of pamphlets setting forth their arguments, and are using poster advertising. Newspaper advertising is prohibited by law, and there are strict regulations regarding the size and wording of pamphlets and posters which are enforced rigidly by the police. The proletarian vote is being badly split in many districts, each of the many Left parties having placed a candidate in the field. An effort to have only one proletarian candidate in each district failed, so we are not likely to see a very strong Labour element in the Diet when it meets again next month.

News and Views.

The Standard Oil Company has issued a calendar for 1930, depicting a very attractive Chinese beauty of the modern type.

The total output of the Kailan Mining Administration's mines for the week ending January 18 amounted 67,814 tons, and the sales during the period of 104,524 tons.

Mr. Shin Aoki, Minister Plenipotentiary, will go to Mexico City to represent the Imperial Government at the inauguration of the new President of the Mexican Republic, Signor Ortic Rubio.

Last month the rainfall registered at the Botanic Gardens was 2.43 inches, most of which fell on January 10, 25, and 27. In January, 1929, the registration was 1.30 in., no rain at all falling until the 26th.

Officers and men of H.M.S. Berwick to the number of 400 attended a successful dance at Lane, Crawford's Restaurant on Monday night. An excellent programme of music was supplied by the ship's band. The ship left for home yesterday.

A Chinese girl was knocked down and badly injured on Monday by a hand truck driven along Connaught Road West. A wheel of the truck is believed to have passed over the body of the girl. She died subsequently at the Government Civil Hospital.

Miss Katherine M. Zimmerman, motion picture writer for the *New York Telegram*—a Scripps Howard Newspaper—and Miss Arline de Hass, New York scenario writer, are in Japan on a world tour. They will proceed shortly to China, and possibly Manila.

To encourage tourists to visit Osaka—foremost industrial city of Japan, and one of the largest cities in the world—business interests and the Government have combined to build a foreign style hotel at a cost of G.$2,500,000. A site will be selected soon and construction started. The hotel will be ready to open in the spring of 1932.

There was no business of public interest on the agenda of the Sanitary Board fortnightly meeting held yesterday. The gathering dispersed in two minutes after assenting to a proposed programme for latrine accommodation in Hong Kong and Kowloon for next year. Mr. G. R. Sayer presided at the meeting, members present being the Hon. Mr. J. P. Braga, the Hon. Dr. A. R. Wellington, Mr. A. E. Wood (Acting S.C.A.), the Hon. Mr. H. T. Creasy, C.V.E., Dr. W. V. M. Koch, Mr. T. N. Chau, Mr. Wong Kwong Tin, and Mr. J. Watson (Secretary).

According to the Chinese Press, the Bank of Canton has been doing exceedingly well. A net profit of $1,390,000 was made during last year.

On Friday next, weather permitting, there will be some good tennis to be seen on the Hong Kong Cricket Club ground. Messrs. Harada and Sato (Japan's representatives in the Davis Cup competition) will meet Messrs. M. W. Lo and the Rumjahn cousins. Play commences at 3 p.m.

A motor-driver living in the first floor, No. 2, Stanley Street, made a report to the police yesterday that a theft occurred at his residence on Monday night. He was not aware of the theft until yesterday morning. The loss consisted of $70 in cash, some jewellery to the value of about $20 and a motor-car licence No. 2919.

There has been a storm between the local rice whole sale merchants and their coolies the former, in view of the decline of their business, decided recently to reduce the wages of the coolies whom they employ for the loading and unloading of rice. The coolies, numbering over seven hundred, made a strong protest and appealed to the Tung Tak Union for help. The chairman of the union is now discussing the matter with the rice wholesalers's guild and the trouble is expected to be settled soon.

Among the local marriages announced to take place shortly are the following:—Mr. Luiz Alberto Rosario, of Messrs. Gibb, Livingston and Co., Ltd., to Miss Elizabeth Justina Ward, residing at 6, Morrison Gap Road, Happy Valley. Mr. Alfred Mervyn Simpson, engineer, travelling from Manila to Hong Kong by the s.s. President Grant, to Margaret Ashley, who is booked to leave Honolulu by the s.s. President Lincoln. Mr. William Robert Oswald, residing at Sai Wan Terrace, Quarry Bay, to Mrs. Margaret Hutchison, who is travelling to Hong Kong by the s.s. Rawalpindi.

"Hell-n-Maria" has rejoinced Ambassador Charles G. Dawes, after a six months quarantine. "Hell-n-Maria" is a chow dog, the distinguished pet of a distinguished family. But, like all dogs of high or low degree, he had to undergo an observation period before he could be admitted to the English home of the Ambassador. It is a question which was happier, the Dawes family or the dog, at his release. In addition to kissing moistly the hands of Mrs. Dawes, Hell-n-Maria licked the polish from her shoes and then bestowed lavish affection on Mr. Harry Dawes and the chauffeur. A Government veterinary surgeon, supervised the chow's detention with unsually solititous care.

After several years of research work and investigation in Asia Minor, Professor B. Hrozny, Orientalist of the Czech University here, has come to the conclusion that the Jewish race is not of Semite origin. Instead he credits the Hittites with having been the forefathers of this people. Upon his return to Prague he asserted that "the first finds of Hittite statuary dug up in Syria showed the figures to have an anthropological similarity to the Armenian, Persian and Jewish types, especially with respect to the formation of the forehead and nose. Assyrians of ancient times were of a similar type. Moreover, an analysis of the Hittite language has shown the historic memorials of the Jews to have been of Hittite origin. "Hence," he continued, "the Jews were Hittites, although they spoke Semite and other Oriental languages, and it is only because the greater number of them spoke the Semitic language that the whole nation has come to be regarded as Semites. To-day it is known that race and language are not interdependent and this was the case with the Jews, who can be traced back, not to the Semites, but to an older race that predominated the whole Orient at a much earlier period."

Bow Bells Again.

Cockneys will rejoice at the news that, after a silence of over three years, Bow Bells are to be heard again. Part of a thousand guineas, which has recently been voted by the Court of Common Council to the fund for repairing St. Mary-le-Bow, Cheapside, is to be spent on reconditioning what are probably the most famous bells in the world. The peal has been immortalised in the legend which tells how Dick Whittington returned to London after hearing it chime the message that he was to be thrice Lord Mayor of London. The old nursery rhyme of the Bells of London also has a reference to the chimes. The chime is made up of twelve bells. Originally there were five, but when these were destroyed in the Great Fire, they were replaced by the Great Bell of Bow, which was cast in 1669. Eight years later eight new ones were installed, and in 1762 the peal was made up to ten bells by the Whitechapel Foundry, which, in 1881, added two more. In these days of Greenwich mean time by wireless and electric clocks, few people even knew that the bells had ceased to ring. What an outcry their silence would have caused centuries ago, when the curfew from Bow steeple was the sign for apprentices to cease work.

Three Ages of Man.

When Sir Henry Hadow, Vice-Chancellor of Sheffield University, presented the prizes at Buxton College, he urged the boys not to pay any attention to what Shakespeare said about the "seven ages of men." "So far as you are concerned, there are three ages of man," said Sir Henry. "The first is the age of observation, when you find out what things there are in the world; the second is the age of selection, when you find out what is your particular gift; and the third is the age of concentration, when you carry that gift into action. I don't advocate versatility, especially when it is gained at the expense of any lowering of standard."

Rare War Map.

A war map of unusual interest—probably the only one of its kind—was recently sold on behalf of the Royal Northern Hospital, in London. It was bought by subscription and placed in the Scottish National War Memorial, Edinburgh. The map, which bears the signatures of Lord Plumer and Marshal Joffre, was used by them when Messines Ridge was blown up. A Glasgow businessman recently offered it to the Prince of Wales as a means of raising funds for any deserving cause. The Prince accepted, and the map was sold at Christies—for the hospital—to the highest bidder. The map is of the large scale trench type, showing both the Allied and the German trench systems in the Wytschaete section during 1917. Dispositions of enemy troops, guns and supply dumps are all marked. There is no copy of this map in the Imperial War Museum.

A Scheme to Watch.

In view of Sir Cecil Clementi's recent observations in disapproval of any change in the existing system of Government in Hong Kong, it is interesting to observe what is happening in Ceylon. The Isle of Spices is about to form the stage of a most interesting experiment in democratic imperialism, an attempt to combine in one engine or government parts so seemingly antagonistic by nature as universal suffrage and pro-consular bureaucracy. If the machine works smoothly and efficiently, it may well form a model to be copied in larger fields. Ceylon is not the only part of the Empire in which, like "Sentimental Tommy," a way has to be found of holding a fair balance between the diverse and generally opposing interests of the several native communities and the numerically small but otherwise predominant section of resident English. Lord Passfield's new constitution for the island, which its Legislative Council has now accepted, is based on the report drawn up by Lord Donoughmore eighteen months ago. The Donoughmore Commission found the model for its plan in the London County Council. Ceylon, like the Metropolis of the Empire, is to be governed by committee. There is to be universal suffrage (subject to a domiciliary qualification), and a Legislative Council of fifty elected members, eight nominated official members, and three officers of State—the Colonial Secretary, the Attorney-General, and the Treasurer. This Council is directly in charge of the administration. There is a permanent committee for each of ten administrative departments; the Council nominates the chairman for seven of these committees, and every member, elected or nominated, serves on one or other of them. The sudden enfranchisement of a largely illiterate or politically "green" population must ordinarily intensify the normal clash between Legislature and Executive. Under Lord Donoughmore's plan they cannot be opposed because they are one. It is an ingenious and promising experiment, the results of which will be watched with interest.

Looking Back 25 Years.

Mr. G. Courtney, a clerk in Messrs. Butterfield and Swire's office, was admitted to the Government Civil Hospital on Saturday last suffering from a dislocated shoulder and other painful injuries. He attempted to jump on a Peak tram just as it started, and, missing his footing, was thrown from the station platform into a nullah below. Inquiry at midnight (last night) elicited the assurance that he was progressing favourably. The injury to his back is thought to be not so serious as was at first supposed.—*Hong Kong Daily Press*, Feb. 6, 1905.

Looking Back 50 Years.

The Hong Kong Horticultural Society's annual exhibition of vegetables, fruits, and flowers is announced to be held on the 20th and 21st instant. The exhibition will this year be held in the City Hall, instead of the Botanic Gardens, and the Society will thus be independent of the weather. The Committee have undertaken, in conjunction with the Flower Show, a loan exhibition of works of art, towards which contributions are earnestly solicited. This will be a new and interesting feature in connection with the show, and as many residents possess valuable and interesting curiosities, it is probable a most unique collection will be got together.—*Hong Kong Daily Press*, Feb. 5, 1880.

NAVAL EXPERTS AT WORK.

HARMONISING BRITISH AND FRENCH IDEAS.

THE CHIEFS STILL AWAY.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 4.

It is understood that the technical experts are first considering the British and French proposals with a view to reporting thereon to their chiefs, when the latter have arrived back to the scene of their labours.

THE TWO METHODS OF LIMITATION.

LONDON, Feb. 3.

British naval experts have been closely examining the French compromise proposal since it was advanced last week. The British experts have formulated a sort of counter-compromise suggestion, which has been circulated among the other delegates.

The British plan is based upon the French proposal of limitation by global tonnage, but excludes capital-ships and submarines from the categories subject to tonnage transfers.

The British plan will be discussed in conference to-morrow.

It appears that the other delegations, including the Dominions, hesitate to take the initiative, or to submit comments or counter-proposals in a cut-and-dried form to the French scheme.

The First Committee of the Conference, which consists of all the delegates, will meet at St. James's Palace to-morrow, and the main business of the gathering will be to discuss the compromise proposals regarding the two methods of naval limitation namely, by categories of ships, or by total tonnage.

The British Scheme.

RUGBY, Feb. 3.

As Messieurs Tardieu and Briand, the principal French delegates, are not expected back from Paris until the middle of the week, M. Leygues, the Minister of Marine, will be the chief French delegate.

The proposals formulated by the British experts and circulated, among the delegations this afternoon will probably form the chief topic of discussion.

These proposals can be regarded as the British contribution to the discussions inaugurated last week by M. Massigli, the French expert. The other delegations have not put their opinions into writing.

The British experts follow largely the old British proposals, and the categories suggested in them, namely:—

Class A. Capital-ships.
Class B. Aircraft-carriers.
Class C. Cruisers with eight-inch guns.
Class D. Cruisers with six-inch guns or less.
Class E. Destroyers.
Class F. Submarines.

Regarding the small cruisers and destroyers, it is understood that the proposals leave the way open for an arrangement whereby a complete transfer, up to one hundred per cent. might be made between cruisers of the six-inch gun and less calibre and the destroyer class.

This elasticity is designed to enable certain countries to fulfil special requirements in these classes of ships.

It is believed that the British counter-compromise will be found to form a satisfactory basis for further discussion and that the conference will be able soon to devote itself to other problems.

This evening, the Prime Minister, Mr. Ramsay MacDonald, accompanied by Mr. Arthur Henderson met Mr. H. L. Stimson and the other American delegates in the Prime Minister's Room at the House of Commons.

Discussions to Continue.

The First Committee which met to-day when, according to communique, in addition to the statements made in the previous meeting of the Committee, it considered the French transactional proposal and a series of draft resolutions outlined under the five heads of the compromise proposed by the United Kingdom delegation. The discussion opened on the basis of the French transactional proposal as arranged at a previous meeting. After discussion, in which representatives set forth their respective delegations' views on the principles of the proposal, the Committee decided to discuss it in detail later. The communique says the heads of delegations subsequently met and discussed further the Conference procedure, it was generally agreed to hold conversations between the delegations, which are giving good results in preparing the way for agreements, and they must continue. The delegation heads will meet to-morrow to continue discussions.

(Continued at foot of next column).

HOUSE OF LORDS & INSURANCE BILL.

SPECIAL MEETING OF LABOUR PARTY.

TO AMEND AMENDMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, February 4.

The decision of the House of Lords yesterday to insist on their amendment of the "Unemployment Insurance Bill, limiting its operation to a period of one year, has led to a situation possessing serious possibilities.

The motion confirming the amendment was carried by 156 votes to 42.

After the division, an emergency meeting of the Cabinet was held in the House of Commons in the evening, at which it was decided to call a special meeting of the Parliamentary Labour Party for to-day, in order to discuss the position.

It is suggested that a compromise may be reached by an extension of the time-limit to three years.

It will be recalled that on January 21 last, a motion in the Upper Chamber by Lord Salisbury, limiting the operation of the Bill to March 31, 1931, "in order to ensure thorough reconsideration of the Bill twelve months hence," was agreed to without a division.

On the same day, the Government suffered two defeats in the House of Lords during the Committee Stage of the Bill, one being a motion to postpone consideration of the first nineteen clauses of the measure until after consideration of Clause 20, and the other the carrying of a motion to omit Clause 4, which removes certain disqualifications for the receipt of benefit.

Labour Party Again to Amend Amendment.

LONDON, Feb. 4.

At the meeting of the Parliamentary Labour Party mentioned this morning which was addressed by Mr. Ramsay MacDonald who pointed out the three courses open, *i.e.*, the Acceptance of the Amendment, Resistance of the Amendment (signifying dropping bill), Amendment of the Amendment. The meeting decided to amend the amendment to provide for the operation of the Bill till June 30, 1933.

It also announced the Government agreed to concur with the Liberal proposal to postpone the consideration of part one of the Coal Mines Bill until other provisions and new clauses to be proposed had been disposed of.

MERCANTILE SHIPPING.

BRITAIN STILL ON TOP.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 4.

According to Lloyd's Annual Summary of Mercantile Shipbuilding the world's output reached 2,793,210 tons, an increase of 93,971 tons as compared with 1928.

The output of Great Britain and Ireland represents 54.5 per cent. of the whole world's output as compared with 53.6 per cent. in 1927-1928.

The present tonnage of internal combustion vessels is 84.4 per cent. of steam tonnage as compared with 62.8 per cent. in 1927.

The tonnage of motor-ships is nearly 400,000 tons over the steam tonnage. There is also a notable increase in oil-burners which in 1914 was 1,310,000 tons, it is now nearly twenty million.

BRITISH MUSEUM BOMB.

MR. BIGGS' STORY.

FOUND AT HIS FEET.

[THROUGH REUTER'S AGENCY.]

LONDON, February 4.

Frank Biggs, interviewed by Reuter before communicating with Scotland Yard, said he was near the Museum counter bent on taking out a reader's ticket when he overheard people talking.

He followed them into the Indian Room, moved about and eventually sat down to read a book when he felt something at his feet. On looking down, he saw the bomb, and *then told the officials.*

French Cabinet Pleased.

PARIS, Feb. 3.

M. Tardieu and M. Briand to-day reported to the Council of Ministers, the progress made at the naval conference, after which a communique was issued voicing the Cabinet's satisfaction that the French compromise proposal had been adopted as a basis of discussion at the Conference because it withdraws the ensuing discussions as regards cruiser strength and light-craft from the rigid mathematical formulae previously applied to the tonnage of battleships.

BRITAIN AND THE SOVIET.

MR. HENDERSON QUESTIONED IN THE HOUSE.

WILL SAFEGUARD BRITISH INTERESTS.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 3.

Mr. Arthur Henderson ventured a mild protest in the House of Commons to-day when he was almost overwhelmed with a variety of questions on the subject of Anglo-Soviet relations, particularly in reference to Communist propaganda in Britain.

The Foreign Secretary, on rising to answer, commented upon the unnecessarily numerous interrogations, pointing out that since October 29 last year he had answered one hundred and one questions relating to the Soviet, of which forty-two were directly on the subject of propaganda (Loud Conservative cheers).

He had already made it clear that the Government was firmly determined that it would not be rushed into hasty judgments on this subject (Ironical Conservative cheers).

The Government, he added, would not hesitate to take the House into its confidence in the event of any serious complaints arising, but they must in the first place be permitted to judge what action was expedient and necessary to safeguard British interests.

He appealed to the House not to attempt to magnify or to create "incidents" or to complicate Anglo-Russian relations by raising embarrasing questions.

Sir Austin's Reminder.

Mr. Henderson was asked if he denied the statement which appeared in the newspaper *Izvestia*, an organ of the Soviet Government, that it was futile to expect any change in the Comintern's activity as a result of the Anglo-Soviet Agreement, and also if it was not a fact that from the moment the treaty was signed, the terms of it had been flagrantly broken.

Mr. Arthur Henderson said he denied nothing.

Sir Austen Chamberlain, former Foreign Secretary, recalled that on a previous occasion, Mr. Henderson had said he had made representations to the Soviet Ambassador about propaganda by the Third Internationale, contained in a message to the *Daily Worker*, and that Mr. Henderson had then stated that he has not asked for an answer.

Public Interest and "Silence."

Sir Austen asked whether an answer, even though not invited, had since been given by the Soviet Ambassador.

Mr. Henderson replied that there were times when public interest demanded silence.

Pressed by Sir Austen Chamberlain, Mr. Henderson declined to answer the question, adhering to his dictum that there were occasions when silence was demanded.

He later announced that negotiations on debt questions were proceeding.

NO UNITED STATES-JAPAN FRICTION.

AMBASSADOR ON "STABILISING FACTORS."

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 4.

Mr. Castle, the new American Ambassador, in the course of his first public utterance in Japan—addressing a dinner of the American-Japan Society given in his honour this evening—stressed the need for replacing naval rivalry by friendly co-operation and mutual concession.

Mr. Castle pooh-poohed the "absurd talk of friction between Japan and America over the development of great potential markets in China."

Expressing confidence that nobody will suggest that Japan should make any sacrifice endangering her national security or challenging her preponderant naval strength in the Far East the speaker emphasised his belief that Japan's influence as a stabilising factor in the regions of the Western Pacific was similar to that of the United States on the American Continent.

Success Depends on Goodwill.

Proceeding, Mr. Castle declared that President Hoover did not send him to Japan to insist on the American viewpoint on such controversies as may arise in London, but sent him in order that there would be someone in Tokyo, who would be able, to fully and frankly express his ideas.

Referring to the question of 10,000-ton cruisers the Ambassador said many people believe the Conference will stand or fall on this point, but he himself considers it more accurate to say, the Conference will stand, or fall according to the measure of goodwill shown by the participating nations.

Prominent Japanese at the dinner praised his speech especially the part reproving the scaremongers holding pessimistic views on Japanese and American friction in China.

RAILWAY STRIKE IN INDIA.

MEN DEMAND HIGHER WAGES.

THOUSANDS INVOLVED.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Feb. 4.

A strike has started on the Great India Peninsular Railway involving 125,000 employees, but the services are being maintained generally.

The men demand improved waves and conditions.

JAPANESE PRINCE MARRIED.

TO VISIT ENGLAND ON HONEYMOON.

[THROUGH REUTER'S AGENCY.]

TOKYO, February 4.

Simply but solemnly, Prince Takamatsu, the second brother of His Imperial Majesty the Emperor, was wedded this morning to Miss Kikuko Tokugawa, granddaughter of the last Shogun, thus uniting the world's oldest reigning House with the once all-powerful House of Tokugawa, which for two and a half centuries were the *de facto* rulers of Japan.

The ceremony was performed before the Kashikodokoro, "the Place of Awe," wherein is enshrined the Spirit of the Sun Goddess, the Imperial progenetrix, in the presence of none but the immediate relatives of the Court ritualists, in accordance with ancient Shinto rites.

Both bride and bridegroom were clad in ancient ceremonial attire.

After the ceremony, the newly-married couple proceeded in a closed coach to Prince Takamatsu's Palace under a cavalry escort.

The bride and bridegroom leave for England on April 21, to return thanks for Prince Henry's visit to Japan last year.

They will spend about a year abroad, travelling, thereby setting a precedent, they being the first Imperial couple to spend a honeymoon in this manner.

Brilliant sunshine and a sharp frost marked the day.

Formal Visit to Spain.

[United Press.]

TOKYO, February 4.

Prince Takamatsu, second brother of Emperor Hirohito, will visit Spain during his coming European tour, and will bestow the Order of the Chrysanthemum upon King Alfonso.

The Prince will depart with his wife and suite on April 21, and will go first to England, as the primary purpose of his tour is to repay the visit of the Duke of Gloucester to Japan last spring. He will tour Europe before arriving in Madrid in November.

This will be the third time the Imperial Family has sent a special envoy to the Spanish Court. The first envoy was Prince Arisugawa, who presented the Grand Cordon of the Chrysanthemum to the Spanish ruler in the 30th year of the reign of the late Emperor Meiji. The second envoy was the late Prince Kuni, in the 41st year of Meiji, who presented the Queen of Spain with the First Order of the Crown.

FINANCE COMMITTEE FOR INDUSTRY.

CITY'S CO-OPERATION.

COMMITTEE FORMED.

[THROUGH REUTER'S AGENCY.]

LONDON, February 3.

The Joint Committee of the Cotton Trade Organisations, meeting at Manchester to-day, welcomed the recent announcement by the Right Hon. Mr. J. H. Thomas, the Lord Privy Seal and Minister in charge of Employment, regarding the proffered co-operation of the City of London in the reorganisation of industry.

The hope was expressed that the cotton industry would take the *fullest advantages of the offer.*

The Committee recommended that amalgamations be carried out at the soonest possible moment, and that the programme of rationalisation be carried out in accordance with a concerted policy.

It was decided to establish a Central Committee under the chairmanship of Sir Clare Lees, to deal with trade developments.

The cotton industry is the first of Britain's staple industries to take steps to profit by Mr. Thomas's financial assurances, though it is understood that discussions are proceeding in the iron and steel industry with a view to considerable extension of the movement towards amalgamation and reorganisation.

THE SINO-RUSSIAN NEGOTIATIONS.

NANKING'S PROPOSALS.

CONFERENCE AT MOSCOW ACCEPTED.

(Wah Tsz Yat Pao.)

SHANGHAI, February 4.

It is reliably reported that the Nanking leaders have come to an agreement with the Fengtienese envoy, Mo Teh Hui, with regard to the policy to be adopted in the dispute with Soviet Russia over the Chinese Eastern Railway affair.

Marshal Chiang Kai Shek, Dr. C. T. Wang and other leaders held a conference at Tongshan with Mr. Mo Teh Hui yesterday and the following decisions were made:—

1.—The Nanking Foreign Office will send a note to the Soviet Government declaring China's readiness to open negotiations with Russia but the Chinese Government does not recognise the Habrovsk Protocal.

2.—The attitude of the Nanking Government towards the Habarovsk Conference is as follows:—

The Chinese Government has never allowed any White Russians to engage in political or military activities in Chinese territory and therefore there is no question of suppressing them. As to the protection of Russian Consulates in China, the Chinese Government will take responsibility for giving them full protection and the usual diplomatic privileges accorded under the provision of internationnal law.

The Chinese Government agrees that a Sino-Russian Conference be held at Moscow and this is regarded by the Nanking Government as a concession to Russia by China.

After the Tongshan conference Mr. Mo Teh Hui is expected to return to Fengtien.

BRITAIN AND EXTRALITY.

SIR MILES LAMPSON'S INSTRUCTIONS FROM HOME.

(Wah Tsz Yat Pao.)

NANKING, February 4.

Sir Miles Lampson, the British Minister, called upon Dr. C. T. Wang yesterday and intimated that he has received instructions from London to the effect that the abolition of the Extrality should be realized by degrees.

As to the question of the British concessions and leased territories in China, "provisionnal measures" will be taken before the treaties mature.

But the matter cannot be settled at once as China has still not published the code laws applicable to foreign residents after the abolition of the Extrality.

TREATY RIGHTS MUST CONTINUE.

[THROUGH REUTER'S AGENCY.]

LONDON, February 3.

In the House of Commons to-day, Mr. Arthur Henderson stated that certain papers on the subject of extraterritorial rights in China, would be issued to-day.

Negotiations had not progressed since his last statement, he added, owing to the unavoidable absence of Sir Miles Lampson, who had had to go to Hong Kong.

One of the papers later issued consisted of an *aide memoire* to China, written on January 1, 1930, as a result of the publication of the Chinese mandate of December 28, announcing the abolition of extra-territoriality.

The Note emphasised the great importance the British Government attaches to the considerations set forth in the previous *aide memoire*, accepting January 1 as the date for the commencement of the gradual abolition of extrality, and stating that it was of the utmost importance that no untoward incident should imperil the forthcoming negotiations.

"The British Government," the Notes goes on, "therefore expects the Chinese Government to issue strict orders to provincial and local officials that the treaty stipulations affecting the status and privileges *of British subjects continue in full* vigour until modifications are agreed as a result of negotiations."

CHIANG'S TRIP SOUTH.

(Wah Tsz Yat Pao.)

NANKING, Feb. 4.

Marshal Chiang Kai Shek has decided to leave for Canton by gunboat on Monday or Tuesday next. The Ministry of Navy has prepared six gunboats including the Hai Yung for his trip. The gunboats will be under Admiral Chen Shao Kwan.

RUSSIAN MASSACRE.

MANY EX-NAVAL OFFICERS EXECUTED.

[THROUGH REUTER'S AGENCY.]

RIGA, February 3.

News has just been received from Russia relating to the biggest massacre of officers since the early days of the Revolution.

It appears that the O.G.P.U. (the political police) carried out the mass execution of all the remaining ex-naval officers, namely those who refused to join the Sovietised Navy, but remained in Russia.

Full details of the ghastly affair are not available, but several hundred names are reported to be including among the victims.

SOVIET EMBASSY IN PARIS.

TO BE PROTECTED BY POLICE.

[THROUGH REUTER'S AGENCY.]

PARIS, Feb. 4.

In response to M. Dovgalevsky's request the Government has completed a system of Police protection for the Soviet Embassy.

Policeman's Story.

The theory that Koutepoff was kidnapped is supported by a policeman named Chauveau, who did not report the matter before because he "does not read the newspapers."

He avers that on the day of Koutepoff's disappearance he saw a motor-car near the latter's home, and two men, one of whom was wearing a policeman's uniform, were holding down a struggling bearded man in the back seat. The fact that a policeman was present disarmed Chauveau's suspicions.

CHINA AND THE OPIUM TRADE.

FORMER IRREGULARITIES REGRETTED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Feb. 4.

At a meeting of the League of Nations' Advisory Committee on Opium the unsuccessful attempt to import four tons of heroin into China in 1929 was discussed.

In replying to Mr. Lyall, the British representative, Mr. Woo Kai Seng said the import certificate was issued by the former Minister at Peping. He regretted to say the issue of such certificates had been fairly frequent. The Nanking Government considered all these certificates illegal and had forbidden their circulation.

An order had been issued for the arrest of the person concerned but it is feared he has absconded.

"THE" NANKING ROAD INCIDENT.

COMPASSIONATE GRANT INCREASED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Feb. 4.

The Municipal Council has increased the compassionate grant to relatives of victims of the incident which took place in Nanking Road on May 30, 1925, from 75,000 to 150,000 dollars. A complete settlement has been reached.

There has been intermittent agitation over the question ever since the incident. The settlement was reached partly through the good offices of Yu Ya Ching who accepted the sum officially in satisfaction of all claims against the Council.

SENT TO LEARN HIS JOB.

(Wah Tsz Yat Pao.)

NANKING, Feb. 4.

For failing to take drastic measures against the observation of the Chinese New Year by the public here, the Police Commissioner has been dismissed by the Central Government.

The dismissed official has been ordered by Chiang Kai Shek to proceed to Japan to study and observe the police administration of that country.

THE SHANGHAI-NANKING RAILWAY.

(Wah Tsz Yat Pao.)

PEPING, February 4.

It is reported that Britain is willing to hand over the control of the Shanghai-Nanking Railway to the Chinese authorities provided the latter can guarantee the refunding of the railway debts.

A MINOR ECONOMY.

(Wah Tsz Yat Pao.)

SHANGHAI, February 4.

Chiang Kai Shek has issued instructions that guests visiting Military Headquarters and other Governmental offices shall be offered with tea only. The supply to the visit-rooms of cigarettes and fruit must stop.

THE MOTOR TRIAL.

TIE FOR FIRST PRIZE.

FIRST EIGHT BRITISH MACHINES.

Below we publish the results of the recent motor trial which were only decided at a late hour last night.

The prize for the first place resulted in a tie between Rodger and Clark both of whom lost only 6 points, which was indeed a very creditable performance, taking everything into consideration.

Of the 52 entered for the trial, only 34 finished; sixteen riders dropped out at one stage or another while two failed to start. It is of particular interest to note that the first eight machines to finish were British makes while the prize for the first Harley-Davidson presented by Mr. Gascon was won by Mr. Marriot.

The order of finishing was as under:—

No.	Name.	No. of Points Lost.
*17	Rodger	6
*24	S. J. Clarke	6
3	F. S. W. Smith	8
18	D. Davis	11
1	H. G. Williams	18
4	J. Barnes	20
37	W. L. E. Miller	20
45	E. W. Tape	23
26	E. Marriot	27
22	E. Zimmern	29 tie
25	A. Gascon	29
5	J. Purves	34
28	A. Philippens	35
35	J. C. Hughes	36
36	W. C. Simpson	37
34	L. C. Pennel	40
44	Schroter	41
39	Gerer	42
30	W. H. Kwan	49
51	L. W. Walkinshaw	49 tie
19	Lau Man Chan	49
8	W. J. Wooley	50
27	S. G. Poole	51
2	D. W. Gregory	52
52	E. L. Groome	55
41	J. J. Hirst	59
33	Spradberry	60
16	J. Hill	65
15	G. Lyman	69 tie
41	Olsen	69
47	T. H. Chin	72
43	R. W. Sapsed	73
32	J. E. Wilson	95
10	F. L. Parton	96

*—Tie for 1st prize.

The following competitors did not finish:—Nos. 6, 7, 9, 12, 14, 20, 21, 23, 29, 38, 40, 42, 46, 48, 49 and 50.

Only two failed to start.

Eight teams entered for the "team prize" and in 4 teams, one or more competitors did not finish. The remaining four finished as under:—

1st:—

	Points Lost.
Williams	18
Rodger	6
Clark	6
	30

2nd:—

Purves	34
Smith	8
Barnes	30
	72

3rd:—

Gascon	29
Marriot	27
Poole	51
	107

4th:—

Olson	69
Miller	20
Groome	55
	144

Rodgers and Clark tie for the 1st. place and they win the Open Section Cup and also the cup confined to members of the H.K.V.D.C. As regards the second prize, no announcement has been made yet. The above named riders may or may not waive their claims to it; definite announcements will be made later.

It is hoped to arrange a dinner (to be held at Lane, Crawford's) for all who took part in the Trials. If sufficient support is forthcoming, the date of the dinner will be made known later. Prizes will presented at the dinner.

SUEZ CANAL WAR MEMORIAL.

IN MEMORY OF ALLIED FORCES.

[BRITISH WIRELESS SERVICE.]

RUGBY, February 3.

Mr. Arthur Henderson has addressed a letter to Sir Ian Malcolm, one of the three British Directors of the Suez Canal Company in Paris, *informing him that arrangements* are being made for H.M.S. Caledon to proceed to Ismailia to be present at the unveiling of the monument which the Suez Canal Company has erected there in commemoration of the services and sacrifices of the Allied forces during the Great War for the defence of Egypt and the protection of the Suez Canal.

Mr. Henderson has expressed, on behalf of the British Government, a hope that this monument may perpetuate for all time not only the gallantry of the officers and men to whose memory it is dedicated, but also the gratitude of those upon whose behalf the supreme sacrifice was made.

Sports News

INTERPORT GOLF.

THE HONG KONG-SHANGHAI MATCH.

[By "WRYNECK."]

Those who watched the final few holes of the Singles matches had plenty of excitement, though unfortunately for local reputations the players to crack under the strain were generally our own men.

The Armchair proved a good friend to Hong Kong, as, with the wind behind, both Blinko and C. O. Cuming were too strong with their several shots.

Shewan's putting deserted him in the afternoon, and the more putts he missed the more deliberate he became. It looked at one time as if he would have got just as many down and probably a few more if he had simply walked up to his ball and tapped it in the direction of the hole, at the same time offering up a silent prayer!

Wrigley was another disappointment. Generally he looks so steady and safe, and seems to radiate a sense of confidence. If I had to nominate two of the team who would stand the best chance of getting out of a tight corner, the two would have been Marton and Wrigley. But on Sunday, Wrigley having valiantly obtained a lead after being badly down, lost it again, then missed a putt from eighteen inches to square on Sandy's Pulpit, and finally won the Armchair and Braeside to become one up. At the 17th he only had to chip onto the green, and a couple of putts would have left Cumming with a mashie putt to sink to keep the match alive. Instead, here and at the 18th, he became paralytic, though he hit two excellent shots at the last hole when, after his experience at the 17th, he might easily have missed his tee shot.

Andrewes fully justified his inclusion. He is a really good match-player, as nothing seems to disturb his equilbrium, and the manner in which he totally ignores his opponent must have a psychological effect in his favour. At any time on the course, if you see a lone figure striding along the fairway with three other figures a hundred yards behind, faint but pursuing, you can be certain that it is Andrewes prising another ball from an unwilling victim.

Lawrence had really hard luck in striking a bad patch right at the beginning of his match. Once he got over it he was all right, and I should have liked to see him get another chance in the match against Manila, as this was his first Interport, and with the experience gained in his first "needle" match he should give a much better account of himself in the next. The golf is there if he can only do himself justice.

Marton and Dodwell both did their stuff in their respective ways, though Dodwell got a bit of a jar at the 34th hole, where he was playing for a steady 4, and Bowling, stuffed a long putt down to win in 3.

The last phase of the match took the form of a most cherry luncheon party on Monday, when the combined teams were the guests of the Hong Kong Captain, Gordon Dodwell.

The great thing about the match was that all the players, win or lose, had jolly good matches, and thoroughly enjoyed two days of strenuous golf.

The Shanghai-Manila Match.

As Manila preferred to have two clear days in which to practise, this match will be confined to to-day, and will consist of Singles and Fourballs, each over eighteen holes.

Hong Kong Team Against Manila.

Ferguson will not be sufficiently recovered to figure in this match, so Dodwell again captains the team, and Bloxham displaces Lawrence.

This was generally expected after the result of the play in the Shanghai match.

Having once played Lawrence I think the selectors should have persevered with him, as I am sure he would have done himself justice in his second Interport.

This match will take place on Friday and Saturday.

Playing to a Finish.

The actual rules of play in Interport matches seem to be rather hazy, and for future occasions it might be advisable to have them in black and white, so that there can be no question.

For instance, on Sunday, should the match between Blinko and Shewan have finished all square at the 36th hole, or been fought out to a finish? Opinions amongst those most interested seemed to vary, and it might have been a bit awkward if the result had depended on this match.

The question resolves itself into whether we must have a win for one side or the other and under no conditions a draw, or whether a draw is permissible.

(*Continued on next Column.*)

HONG KONG GOLF CLUB.

CHINA NEW YEAR COMPETITION.

We have received the following results of the China New Year Competition from the Royal Hong Kong Golf Club:—

(1) Bogey.

L. R. Andrewes (3) and K. S. Robertson (6), 2 up tie and divide.

Capt. T. Grant (16), T. C. Monaghan (10), H. H. Pethick (18) and T. Ramsay (14), all square tie for third prize.

Other scores: M. G. Mills (13), J. MacKnight (14), L. G. S. Dodwell (5) and A. Leach (8), 1 down.

120 cards taken out.

(2) Medal.

J. MacKnight 89-14=75, wins.

Commander Priestley 94-16=78, second.

Other scores: W. C. Shields 91-11=80 and J. D. Thomson 92-12=80.

K. S. Robertson returned 80-6=74, but win the Bogey Pool on the same card.

40 cards taken out.

(3) Fourball Foursomes.

Cancelled for lack of entries.

Happy Valley Medal Competition.

The following are the results of the Medal Competition held at Happy Valley on February 2:—

E. Moore 80-18=62, wins.

Other scores: A. E. Charman 88-18=70, R. C. Wallace 81-10=71, E. M. Harlon 89-18=71, P. Morrison 86-13=73, J. D. Kinnard 82-9=73.

There were 34 entries.

LOCAL FOOTBALL.

TO-DAY AT 4.15 P.M.

H.K.F.A. Junior Challenge Shield.
1ST ROUND—SECOND REPLAY.

Royal Navy Reserves *v.* S.L.I. Reserves, Kowloon F.C. ground.

Referee: Sgt. Bunting.

The methods of scoring single points for all matches, Singles and Foursomes, points to all matches being played out, as then a draw is impossible.

In a knockout competition it is a different matter, as the programme is arranged beforehand, and one of the pair has to enter the next round and there is no time for a replay.

The Element of Luck.

Where a match is over 36 holes, it implies that in an 18-hole match the element of luck may have such a one-sided effect that the better player is beaten. This being the case, one might reasonably say:—"Here are a couple of players so evenly matched that, after staggering round for thirty-six holes, they are still all square. Therefore it is hardly fair to allow one of them to gain the verdict on one hole, where the other fellow may perchance find his ball is an impossible lie in an old divot mark."

The match has shown that there's nothing to choose between the two, yet we say in effect "Never mind that, let's see which can win a hole first."

On the other side one might say the same thing with equal reason, but end up thus:—"Here are —— and ——, still all square. Therefore let us try other forms of torture, and find out which of the two can produce class shots to order, always with the subconscious knowledge that one indifferent shot may, and probably will, cost him the match."

To me, the second line of reasoning is not so convincing as the first, because that element of luck may play a part out of all proportion to the occasion.

If matches must be played out, let it be over a further nine holes until one or the other wins.

In Favour of Draws.

Personally, as the matches are billed for thirty-six holes, I think they should be played over thirty-holes. If the result is a draw, well, it's a draw, and the truest reflection on the merits of the two teams, and nobody will lose any sleep because neither side has won.

After all it's a team match; the collective results of nine thirty-six hole matches are what count, and the fate of the team as a whole should not depend on the isolated failure or brilliance of one member in a match of virtually one, two, or however many holes the match may go beyond the thirty-sixth or nineteenth hole, as the case may be.

If a Rugger or Soccer team draw, they do not play extra time except in the case of the English Cup, which is not relevant as it's a knock-out competition.

HOME FOOTBALL.

CHARLTON BEATEN IN CUP REPLAY.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 3.

Extra time had again to be called when Middlesbrough and Charlton carried out their third replay in the F.A. Cup Competition to-day on Manchester City's ground. Middlesbrough got through by scoring the only goal of the match.

In a Third Division (Southern Section) League match, Fulham defeated Merthyr by five goals to four.

The draw for the fifth round of the F.A. Cup, to be played on February 15, is now complete. All the teams playing on home grounds are representatives from the First Division. Blackburn Rovers and the Arsenal are senior visiting teams. Brighton happens to be the only Third Division team which has survived so far. The other five visiting teams are from the Second Division. The fifth round ties are as under:—

Newcastle	*v.*	Brighton.
Huddersfield	*v.*	Bradford C.
Aston Villa	*v.*	Blackburn.
West Ham.	*v.*	Millwall
Manchester C.	*v.*	Hull.
Sunderland	*v.*	Notts Forest.
Middlesbro'	*v.*	Arsenal.
Wednesday	*v.*	Bradford.

FIRST ROUND DAVIS CUP DRAW.

BRITAIN *v.* GERMANY.

[THROUGH REUTER'S AGENCY.]

PARIS, Feb. 3.

The draw for the First Round of the Davis Cup (European Zone) was made in Paris to-day, resulting as follows:—

Czecho-Slovakia, bye.
Denmark, bye.
Holland, bye.
Finland, bye.
Greece *v.* India.
Japan *v.* Hungary.
Jugo-Slavia *v.* Sweden.
Belgium *v.* Spain.
Australia *v.* Switzerland.
Monaco *v.* Ireland.
Poland *v.* Rumania.
Germany *v.* Great Britain.
Norway, bye.
Austria, bye.
Italy, bye.
Egypt, bye.

The second round will follow the normal course, Czecho-Slovakia playing Denmark, Holland playing Finland, the winners of the Greece-India match playing the winners of the Japan-Hungary match and so on.

Great Britain, if they get through the first round (Germany beat Britain in the semi-final last year) will thus meet the winners of the Poland *v.* Rumania match in the second round, and only Australia will then bar the path to the final.

BUREAUCRACY IN ATHLETICS.

HOW FRANCE GUARDS HER CHAMPIONS.

Government control of athletics would hardly find favour in England, but in France such control seems to be exercised judiciously and to the benefit of the sport and national athletic prestige. This is exemplified by the French Government's refusal to allow Sera Martin, Ladoumegue, and Moulins, the French runners, to accept an invitation to visit the United States.

America has not the best of reputations in this matter as the case of Charles Hoff, the world's champion pole jumper, is still fresh in the memory. Professionalism is a great temptation there, and this, no doubt, has influenced France to keep her athletic talent safely under her own wing.

The Government circular on this question stipulates that athletes should not be allowed to go abroad unless they are certain of upholding France's honour on the track or in the field. This could hardly apply to the runners in question, but the French Athletic Federation have a rule that only teams shall be allowed to go abroad. This may apply, but there is obviously more in the refusal than a mere technicality.

Sera Martin holds the world's record for 800 metres with a time of 1min. 50.3-5secs. The record was made in Paris on July 14 last year. Ladoumegue is now, however, considered to be the finest French runner, both at this distance and at 1,500 metres. Moulins holds the French record of 49.2-5 sec. for 400 metres.

ST. ANDREW'S, KOWLOON.

CHURCH COUNCIL MEETING.

St. Andrew's Church meeting was held yesterday evening in the Church Hall, the Vicar, the Rev. W. W. Rogers, presiding.

The Chairman said: Ladies and Gentlemen,—I bid you all a hearty welcome to this annual meeting, and am glad to see it so well attended. It augurs well for our first year's work under the new Trust Ordinance, which has recently been passed. I trust that under it we shall go from strength to strength.

We are to-day commencing to write a new chapter in the history of St. Andrew's Church. When Mr. Hunt has read the report of the Vestry for the past year, he will bring to a close the period of nearly 25 years during which the Vestry has faithfully discharged its duties to the Church. Before we proceed to the election of the Church Council it is well we should remember how much we owe to those gentlemen who have so faithfully served the interests of the Church as members of the Vestry. During my own three years of office I know from experience how regularly the elected members have turned up to the Vestry meetings and how carefully they have considered every item of business affecting the welfare of the Church. They have set a high standard of faithfulness and efficiency for those who follow them, and we owe to every one of the retiring members a very deep debt of gratitude. I must mention especially the two have borne the heavy end of the burden, especially during my absence for nine months last year. To Mr. F. W. Stapleton, the Hon. Treasurer, and to Mr. J. H. Hunt, O.B.E., the Hon. Secretary, I should like to give a special word of thanks, for I cannot speak too highly of the service they have rendered us. (Applause.)

I must however once again gratefully acknowledge the work of the Rev. C. B. and Mrs. Shann, while Mrs. Rogers and I were on furlough. They had a heavy task on the top of their other duties, and we should like them to know that we are all grateful for the way in which it was carried out. (Applause.)

The Secretary, Mr. J. H. Hunt, in presenting the report, said:

The chief business before the Vestry during the year has been the consideration of the clauses of the new Church Ordinance. This was a lengthy item on the Agenda of every Vestry meeting.

The financial statement was presented monthly by the Hon. Treasurer. The close attention given to the finance of the Church has resulted in the healthy condition of the balance sheet and for this we are greatly indebted to Mr. Stapleton.

Clerical.

The Vicar, the Rev. W. W. Rogers, and family went on leave in April. Through the kind co-operation of the Church Missionary Society the help of the Rev. C. B. Shann was secured to take the place of Mr. Rogers. We appreciated the manner Mr. Shann conducted the Vestry meetings during Mr. Rogers' absence.

For some while the Vestry had recognised the necessity of having an assistant clergyman, but owing to financial uncertainty the appointment had to be delayed. As soon as circumstances allowed the appointment of Rev. E. A. Armstrong was made. He arrived in the Colony during October. We hope that this increased clerical help will make for progress in the affairs of the Church.

Mr. P. Sands, who had been Lay Reader for five years, left the Colony in July. Mr. Sands rendered splendid service to the Church and he will be greatly missed.

Mr. R. Baldwin, Organist and Choirmaster, will shortly be going on leave. The Vestry has made an agreement whereby the services of Mr. Baldwin will be retained for a further term of four years on his return from England.

By the passing of the new Church Ordinance this Vestry has given place to the Church Council and thus a body which has carried the responsibility of the Church affairs for many years becomes extinct. It is hoped that the new body will shew the same earnestness and enthusiasm as the old, and by God's blessing continue to manage the business of His Church and the extension of His Kingdom in this Colony.

NEW YORK TO BUENOS AIRES.

LONG NON-STOP FLIGHT PLANNED.

REFUELLING IN THE AIR.

Plans for a 7,700-mile non-stop refuelling flight from New York to Buenos Aires in a three-motored sister-ship of the Southern Cross, which carried Capt. Kingsford Smith across the Pacific and the South Seas to Australia, and the America, which carried Commander Richard E. Byrd across the Atlantic, have been announced by Capt. Herbert G. Partridge, who will make the flight accompanied by a fellow-pilot, a navigator and a young woman companion. The quartette plans to make the flight down the Atlantic seaboard as far as Havana, where the course will then veer to the West across the Gulf of Mexico, over Mexico and Panama, and on down the west coast to Santiago. At this point the flight will take an easterly course over the Andes to Buenos Aires.

The announcement of the proposed flight was made at a luncheon in honour of Dr. Miguel Mariano Gomex, the Mayor of Havana, who is visiting New York. It was revealed that preparations for the aerial mission have been in progress for the last five months.

The schedule for the long endurance grind calls for at least four refuelling contacts on the flight from North to South America. The first will be at Havana, where it is planned to deliver a letter of good will from Mayor Walker to Mayor Gomex, and at the same time take aboard good will letters to be delivered to officials of the other cities where refuelling contacts are made. These officials, likewise, will send messages on to the places next touched by the sustained flight, according to the plans already outlined for the trip. Besides the letters from the mayors of the various cities, it is the plan of the flight sponsors to deliver letters from official Washington to the Presidents of the various South American republics over which the 'plane will soar while establishing a record non-stop hop between two objectives.

Refuelling Contacts.

Other points on the itinerary for refuelling contacts are Cristobal, Canal Zone; Lima, Peru; and Santiago. These, however, may be changed slightly in order that the contacts may all be made by daylight. The fuel to be used on the flight is ready to be forwarded to the points at contact within a few days, according to Capt. F. L. Valient, who is assisting Capt. Partridge with flight plans.

Although the entire personnel of the flight has not been selected, it is almost certain that Donald G. Van de Water will be the assistant pilot with the navigator still to be selected. The young woman who will make the flight in the trimotored plans will be Miss June Day, a singer, who has promised the Mayor of Havana that on the return flight she will give a benefit performance for the maternity hospital he is sponsoring. According to the present plans, the non-stop air journey will be made in a Wright-motored Fokker monoplane.

The non-stop refuelling flight to Buenos Aires is a big undertaking, for not only will the 'plane be forced to maintain a continuous flight of more than three days and nights, but the airmen will be flying at night over miles and miles of airways which are unlighted and never before travelled by air after sunset. Besides this hazardous part of the undertaking, the 'plane also must refuel with at least four different refuelling 'planes piloted by airmen whom they do not know, and in three out of the four cases with flyers who never before have made refuelling contacts in the air. The nature of the flight makes it impossible for any practice refuellings with the unrising 'plane, so the airmen will by force of necessity have to "feel" their way in the air when the contacts are made.

During the process of refuelling, the pilots of the two 'planes—the refuelling 'plane and the refueller—must maintain the same speed in order to keep the hose in position while the gasoline is being transferred. It requires steady piloting, for the 'plane that is taking on the fuel becomes heavier and naturally slower moving, while the nursing 'plane with its load lightened picks up speed. Both pilots must correct for this and must work in unision in order to maintain the contacts. In the case of endurance tests where the same 'plane makes all the contacts it is possible for the flyers to work out the details and become proficient after a few contacts, while in the case of Capt. Partridge all the advance communication he will have with the refuelling pilots in the various cities will be by telegraph.



Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande Price & Co., Ltd., Sole Agents for Hong Kong."

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THE TIME FOR BLANKETS

IS HERE, BUT WHAT SHALL BE DONE FOR THOSE WHO CANNOT AFFORD THEM?

MEMBERS of the Committee attend at the Society's Room, CITY HALL, EVERY MONDAY and THURSDAY, at 10.30 to receive GIFTS of BLANKETS, Part-worn Clothing, etc.

HONG KONG BENEVOLENT SOCIETY.
(Est. 1889.) [8248

The Somerset Light Infantry.

GYMKHANA
AT
SLEEPLECHASE COURSE
KWANTI

SUNDAY, 9th February, 1930.

FIRST RACE 2.30 P.M.
OPEN TO THE PUBLIC

ADMISSION FREE

Special Train Leaves Kowloon... 1 P.M.
Returns 6.27 P.M.

PRICES:
$1.40 1st Class Return.
$.90 2nd Class Return.

Hong Kong Horticultural Society

ANNUAL SHOW
AT
CITY HALL
ON
6th MARCH.

Keep the date free and come to the Show. [8924

LAWRENCE'S NEW ACTIVITIES.

MYSTERIOUS TRAVELS REPORTED.

TURKEY AND PERSIA PERTURBED.

[United Press.]

PARIS, December 25.

The passage of a solitary traveller through the sun-baked towns and villages of Anatolia, Syria, Irak and Persia is the cause of strained anxiety for Government officials in Teheran and Angora. Colonel Lawrence, the mysterious agent of British imperialism, is abroad again, and his wanderings are being watched with vague forebodings from the Dardanelles to the Persian Golf. Long a source of extraordinary power in the Orient, Lawrence's renewed activities recall the romantic career he has followed for the past fifteen years. For some time prior to the World War, he had been engaged in archeological excavations in the valley of the Tigris and the Euphrates; he had learned thoroughly the languages and dialects of the surrounding country, and understood perhaps better than any European the customs of the inhabitants.

The British Government was not long in discovering his peculiar talents, and the potentialities involved therein. From almost the outbreak of hostilities, Lawrence ceased to be the young Oxonian archeologist, and entered upon his role of "maker and breaker of kingdom." Voted unlimited confidence and financial aid by the British Government through General Allenby in the early days of the war, Great Britain has never regretted her prodigality. Within a few months, four troublesome German spies were discovered and summarily shot; he magnetized savage tribes into peaceful pursuits, armed guerilla bands of Wahabites, Moharistes and Chammans against Turco-German battalions, and entered into friendly relations with the fierce tribesmen of Yemen and the Hedjaz.

At the signing of the peace treaty, Lawrence's activities continued, but his role was again changed. He became a dictator where formerly he had been generalissimo—a crowner of kings instead of a leader of revolts. He created four new sovereigns in Arabia: Hussein, Abdallah, Ali, and Feycal; when several of his buffer states began to totter at the approach of an enemy, Lawrence was invariably on hand to stir up the war-like enthusiasm of broods of tribesmen, and lead them to decisive victories over their belligerent neighbours.

Lawrence's intrigues have been attended by such remarkable success, and his movements accompanied by such profound secrecy, that rumours have long been rife in Asia Minor regarding his activities, real and imaginary. Every political upheaval, from the Syrian coast to the Khyber Pass has been linked, in recent months, with the name of Colonel Lawrence. He is suspected of having aroused the ferocious Druses to revolt and pillage in the country surrounding Damascus and Aleppo, and to him is attributed the present plight of Amanullah, as well as the more recent revolts in Afghanistan. There are those who have gone so far as to declare that the famous warrior-agent has ceased to utilize British wealth for his purposes; that he has indeed discovered the fabulous riches reputed to have been found and lost by a wandering Arab some years ago in the ancient and deserted cliff-city of Petra.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 3.

Paris	123.97
New York	4.86 11/32
Brussels	34.925
Geneva	25.215
Amsterdam	12.11
Milan	92.91
Berlin	20.36
Stockholm	18.125
Copenhagen	18.195
Oslo	18.21
Vienna	34.57
Prague	164½
Helsingfors	193½
Madrid	36.775
Lisbon	108.25
Athens	375
Bucharest	618
Rio	5 11/32
Buenos Aires	44⅜
Bombay	1/5⅝
Shanghai	Holiday.
Hong Kong	1/6½
Yokohama	2/0 7/32
Silver (spot)	20 3/16
Silver (forward)	20 1/16

Money and Markets

THE METAL MARKET.

MAIL REPORT FROM LONDON.

Messrs. Rudolf Wolff & Kew, Ltd., send us the following report from their London agents, dated January 3:—

Markets have been irregular, displaying no outstanding feature, and the tendency remains uncertain.

Tin has been irregular. The statistics published yesterday, showing an increase of 2,524 tons in the total visible supply, were if anything rather worse than had been expected, but the immediate effect of their publication was to some extent more than counteracted by reports that a certain number of producers in the F.M.S. had definitely agreed to a moderate restriction of output during January/February. Prices, therefore, after a weak opening yesterday, recovered quite sharply but the advance failed to hold, the market reacting to-day under the influence of a little selling and liquidation, buyers at the same time showing a little more reserve. Sales in the East during the week amounted to 1,175 tons; shipments thence for the present month are estimated at 9,000 to 9,500 tons. Premiums on Straits and Banka Tin are quoted at £2 and £8 (nom.) respectively. Demand on the part of consumers in this country and on the Continent remains dull, and very quiet conditions are reported from America. The market remains in a sensitive condition and the future is very undecided, movements depending very largely on the support which the market receives, and ultimately on whatever success may attend the efforts which are being made to redress the present balance of supply and demand by means of rgulating output.

Options:—Double £14, Single £7.

Cash:—£176.10 (nom.) (opening), £175.10 (closing).

Three months:—£180 (opening), £178.17.6 (closing).

Turnover for the week 2,325 tons.

Statistics.	November Tons.	December Tons.
Shipments from Straits	10,228	8,849
Total Supply	11,061	13,374
Total Deliveries	12,153	10,850
Visible Supply	25,402	27,926

Copper has been irregular. After earlier weakness, when the three months price declined to £66.15, the market, following some active support, sharply recovered. The firmer appearance of the market stimulated a little buying and occasioned some fairly heavy bear covering, in face of which sellers showed some reserve, and prices advanced more sharply than was warranted by the actual amount of business transacted; but the upward movement was not sustained, the market reacting to-day in face of some selling and liquidation, buyers at the same time taking less interest. There is apparently no change in basic conditions: in view of the high price of Electrolytic and the general circumstances of the market there is really very little confidence in the future, and if the price is to be maintained it can only be due to the influence of effective control.

Options:—Double £6, Single £3.

Cash:—£67.10 (nom.) (opening), £69.17.6 (closing).

Three months:—£67.2.6 (opening), £68.7.6 (closing).

Turnover for the week 3,050 tons.

Lead has been steady. Except for the irregular movements for December which, as already reported, resulted from an unexpected delay in shipments, the market presents little or no change, and prices have ruled very much the same. The high figure paid for December may be regarded as arising purely out of a market condition, and does not indicate any real scarcity of metal available for actual requirements. The market closes quietly steady, and advancing prices are scarcely expected at this season of the year, unless fairly active support is afforded.

Options:—Double £1.10, Single 15/-.

January: £21.10 (opening), £21.8.9 (closing).

February: £21.10 (opening), £21.10 (closing).

March: £21.10 (opening), £21.10 (closing).

April: £21.10 (opening), £21.10 (closing).

Turnover for the week 1,500 tons.

Spelter has weakened further. The close of the year produced its accustomed quota of selling and realisation which, meeting a rather unwilling market, caused a further recession in values. Moreover, reports published in the Press to the effect that the European Zinc Cartel had been definitely abandoned, though by no means unexpected, yet exercised a further depressing influence. Advices from the Continent are none too reassuring; demand on the part of consumers there also has been dull and holders have effected sales from time to time against accumulating stocks. Yesterday's market produced more activity than has been witnessed in the last fortnight or so, a large amount of selling and liquidation being met by a very active demand, the low price having apparently at last attracted some buying and bear covering. The outlook, however, is still indefinite and depends largely on the course of production, which at present is more than sufficient to meet requirements.

In the U.S.A., weakness has also supervened, the market there suffering from selling and liquidation consequent upon a slackening of demand and the high rate of production.

Options: Double £2, Single £1.

January: £19.17.6 (opening), £19.12.6 (closing).

February: £20.2.6 (opening), £20.2.6 (closing).

March: £20.8.9 (opening), £20.3 (closing).

April: £20.8.9 (opening), £20.6.3 (closing).

Turnover for the week 4,450 tons.

THE RUBBER MARKET.

We have received the following report from Messrs. Hornby, Hemelryk & Co., Liverpool, under date January 8:—

The improved tendency continued up to the close before the New York. On the 2nd instant, December shipments were published as being 48,513 tons, which were considerably heavier than had been anticipated and led to further long liquidation. This state of affairs has continued, and values show a substantial decline on balance. There is at present very little manufacturers' enquiry, and, of course, speculators are holding aloof under present conditions. A certain section of the market is of opinion that present conditions will only be remedied by a period of prices even lower than those ruling at present, as this would force large areas out of production. It is open to question whether such a drastic remedy would not be a worse calamity in the long run, as there is no doubt that at the present rate of world consumption, a severe curtailment of supplies would result in wildly fluctuating prices, which would be of very little benefit to any section of the trade. For our part, we believe that the growers will take the matter into their own hands and decide upon a rational scheme of "tapping holidays." The wintering season is now rapidly approaching, and, for the first time in a number of years, the natural effect of this will be able to show itself, and a material falling off in output may be seen in February and March, by which time consumption should also take a sharp upward turn and be reflected in an improvement in values.

Stocks: London 56,616 tons, Liverpool 19,438 tons: a total increase of 2,735 tons.

Close London last night: Spot and January 7.9/16d., February 7.11/16d., March 7½d., April/June 7.15/16d., July/September 8.3/16d., October/December 8.7/16d., 1931 9¼d.

Our New York correspondents cabled last night that fluctuations are small. The absence of manufacturers' interest and the easiness displayed by the London market have caused a sagging market.

Close New York last night:—March 15.40c., May 15.60c., July 16.20c., September 16.60c.

MEXICAN SILVER CRISIS.

CONTRACTING MARKET FOR OUTPUT.

MEXICO CITY, Jan. 5.

A serious situation has been created in Mexico by the slump in the prices of bar silver in New York and other world markets.

Declaring that a grave crisis has arisen, the president of the National Mining Chamber to-day predicted that 7,000 miners would be workless within three months if the quotation did not improve. The latest silver quotations in New York are 46.78 cents to 47.18 cents per ounce troy, which is considered disastrously low from the point of view of operators in Mexico.

According to one of the leading silver producers in the country, the cause of the crisis is the total absence of demand for silver for money purposes in China, the civil wars there having thrown a vast amount of silver into the market, while India is buying only small quantities. Practically all the principal countries of the world have gone on to a gold basis, so that silver remains without support. In recent years Mexico has been producing on the average 100,000,000 ounces.

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	TUESDAY, FEBRUARY 4.	Buyers	Sellers	Sales	Nominal
				Banks				
$1,315	...	$1,315	...	H.K. Banks	$1,315	...	...	...
£114	...	...	...	Do. (London)	...	...	...	...
...	...	...	£16½	Chartered Banks	...	...	...	£19½
...	...	...	£29½	Mercantile Bks. "A"	...	...	...	£34½
...	...	...	£15½	Do. "C"	...	...	...	£15
...	...	...	...	Bank of East Asia	...	...	...	$95
$96	...	...	...					
				Insurances				
...	...	...	$715	Canton Ins.	$715	...	...	...
...	$2	...	...	Underwriters	$1.65	...	...	...
T160	...	...	...	North China	...	...	...	T160
$379	...	...	...	Union Ins.	$375	$380	...	...
...	...	...	M.$60	Yangtsze Ins.	...	...	...	$60
$340	...	...	...	China Fires	$310	...	...	...
$826	...	...	...	H.K. Fires	$825	...	...	...
				Shipping				
...	...	...	$25½	Douglases	$24	...	...	...
...	$27½	...	...	Steamboats	...	...	...	$27
...	...	...	$43	Indos (pref.)	...	...	...	$50
...	...	...	$70	Do. (def.)	...	...	...	$90
...	...	...	96/10	Shell Transports	93/6	96/-	...	...
...	...	...	$23½	Water-boats	$23	...	...	...
				Mining				
$8½	...	...	...	Benquets	...	...	...	...
...	...	...	54/-	Kailans	54/-	...	...	...
...	...	...	T13.60	Langkats (comb.)	...	...	...	T14½
...	...	...	T.7½	Do. (single)	...	...	...	T.9
...	...	...	T1.30	Explorations	...	...	...	T.1½
...	...	...	T.5	Shanghai Loans	...	...	...	T.3½
...	...	...	$13½	Raubs	$14	...	...	...
...	...	...	21/-	Tronoh Mines	...	20/-	...	...
				Docks, Wharves, Godowns, etc.				
$148½	...	...	...	H.K. & K. Wharfs	$148	...	...	...
$5.65	...	$5½	...	Providents	$5.55	...	...	$30½
$31	...	...	...	H.K. Docks	...	...	...	...
...	T.123½	...	...	Shanghai Docks	T.120	...	...	T.7½
T.7½	...	...	...	New Engineerings	...	...	...	...
T.196	...	...	...	Hongkews	...	...	...	...
				Cotton Mills				
...	...	...	$16.10	Ewos	T.16	...	...	T.83
T.85	...	...	...	S'hai. C'tons (old)	...	...	...	T.55
...	...	...	T.54	Do. (new)	...	...	...	T.9½
...	...	...	T.10	Zoong Sings	...	...	...	...
				Lands, Hotels and Buildings				
$12.80	$12.90	$12.85	...	H.K. & S. Hotels	$12.75	$12.85	...	...
566	...	$66	...	H.K. Lands	$66½	...	...	...
...	...	...	T.195	Shanghai Lands	...	...	...	...
$8.60	...	...	...	H.K. Realtys	$8½	...	...	...
$14.10	...	...	...	Humphreys	$14.35	...	...	...
...	$98	...	...	Chinese Estates	...	...	...	...
				Public Utilities				
$19.20	$19½	$19½	...	Tramways	$19.25	$19.35	...	...
...	...	...	$11½	Peak Trams (old)	$11	...	...	...
...	...	...	$6.05	Do. (new)	$5½	...	...	...
$73	...	...	...	Star Ferries	$73	...	...	$23.40
...	$23½	$23	...	C. Lights (old)	...	...	...	...
...	...	...	...	Do. (new)	...	...	...	...
$71½	...	$72½	...	H.K. Electrics	$72½	...	...	...
$23	...	...	...	Macao do.	...	...	...	...
$24	...	...	...	Sandakan Lights	...	...	...	...
$9.65	...	...	...	Telephones	$9.60	...	...	...
T.16½	...	...	...	China Buses	...	...	...	...
...	10/-	...	...	Tractions	...	...	...	9/-
19/6	...	...	...	Do. (pref.)	...	...	...	...
				Industrials				
...	...	...	T.11	Caldbeck, (ord.)	...	...	...	...
...	...	...	T.11	Macgregor (pref.)	...	...	...	...
...	...	...	$2½	Canton Ices	...	...	...	$2½
$15.60	...	...	...	Cements (comb.)	...	...	...	$15.56
...	...	...	$11½	Do (old)	...	...	...	$11½
$3½	...	...	...	Do. (new)	...	...	...	$3½
...	$7½	...	$1	Ropes	...	...	...	$7.80
...	...	...	$27	China Sugars	...	...	...	...
...	...	...	...	Malabon Sugars	...	...	...	$29
$5	...	...	...	United Asbestos	...	...	...	...
				Miscellaneous				
$22.80	...	22.90	23	Dairy Farms	$23	...	$23	...
$0.80	...	...	...	Der A. Wings	...	...	...	...
$28	...	...	...	Amusements	$28	...	...	...
...	...	...	$1.30	Constructions	$1.20	...	...	...
$3	...	$3.10	...	Lane Crawfords	$3	...	...	...
$18	...	...	...	Mackintoshs	...	...	...	...
...	...	...	$12	Nanyang Tobacco	$4	...	...	...
...	...	...	...	Sinceres (old)	$10½	...	...	...
...	...	...	...	Do. (new)	$9½	...	...	...
$11½	...	...	...	Watsons	$11½	...	...	...
...	...	...	$2½	Wm. Powells	$2	...	...	...
...	...	...	59/-	B. Ind. G.& Bonds	61½	...	...	...
5%	prem.	...	...	H.K. Govt. Loan	$105	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Sheungwan Branch P.O.	SUNDAYS & HOLIDAYS From G.P.O.	SUNDAYS & HOLIDAYS From Sheungwan Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.30 a.m. 7.00 p.m.	7.15 a.m. & 5.00 p.m. Sundays 5 p.m. only	7.30 a.m. & 7.00 p.m. Sundays 7.00 p.m. only
Macao & Tsinshan	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	7.30 a.m. & 1.30 p.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	9.00 a.m.		9.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.0 a.m.	
Cheungchow	12.30 p.m. & 4.30 p.m. Saturdays 1.00 p.m. & 4.30 p.m.		11.00 a.m. & 4.30 p.m.	
Aberdeen	8.30 a.m.		8.30 a.m.	
Stanley	1.00 p.m.		1.00 p.m.	
Autan, Pingshan, Santin, Shatin, Shatsukok and Sheungshui	3.00 p.m.		10.30 a.m.	
Saikung	4.30 p.m.		4.30 p.m.	
Namtau, Shekki & Taiping (Fumtin)		7.00 p.m.		7.00 p.m.

FOREIGN MAILS.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Vœux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

FROM	PER	DUE
Java	*Tjikarang*	6th Feb.
Amoy	*Talma*	6th Feb.
Europe via Negapatam (Letters only) London, 9th January	*Menelaus*	6th Feb.
Japan, Shanghai & Europe via Siberia (London, 18th January)	*Hakusan Maru*	7th Feb.
Manila	*Empress of Asia*	7th Feb.
U.S.A. (San Francisco, 10th January), Honolulu, Japan & Shanghai	*Pres. Harrison*	8th Feb.
Europe via Negapatam (Papers only) London, 9th January)	*Kutsang*	9th Feb.
U.S.A. (San Francisco, 17th January), Honolulu, Japan & Shanghai	*Pres. Lincoln*	10th Feb.
Australia & Manila	*Changte*	11th Feb.
Japan & Shanghai	*Gen. Metzinger*	11th Feb.
U.S.A. (Seattle, 25th January), Japan & Shanghai	*Pres. Cleveland*	14th Feb.
	Karmala	14th Feb.
U.S.A. (San Francisco, 22nd January), Honolulu, Japan & Shanghai	*Taiyo Maru*	17th Feb.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE & TIME
		Wednesday, 5th
Hoihow & Pakhoi	*Dorry*	10.00 A.M.
Saigon	*Kwangtung*	10.30 A.M.
Bangkok	*Bintang*	10.30 A.M.
Bangkok	*Helios*	12.30 P.M.
Haiphong	*Canton*	1.30 P.M.
Saigon	*Wong Shek Kung*	3.30 P.M.
Japan, Honolulu, U.S.A., Canada, C. & S. America, & *EUROPE via San Francisco—due San Francisco, 28th Feb.	*Korea Maru*	Reg., 4.15 P.M. Letters 5.00 P.M. Ltrs 5.30 P.M. Letters 6.00 P.M.
Shanghai & *EUROPE via Siberia	*Korea Maru*	Letters 6.00 P.M.
Straits, East Africa via Mombasa, Lourenco Marques, South Africa & *South American Ports	*Bingo Maru*	3.30 P.M.
Tourane	*Chung Kong*	4.30 P.M.
		Thursday, 6th,
Hoihow, Pakhoi & Haiphong	*Menado Maru*	8.30 A.M.
Sandakan	*Hinsang*	10.30 A.M.
Swatow	*Hydrangea*	2.30 P.M.
Saigon	*Helikon*	3.30 P.M.
Manila, Australia & New Zealand via Brisbane—due Brisbane, 24 h Feb.	*Himalaya Maru*	Reg. 4.15 P.M. Letters 5.00 P.M.
Amoy	*Tjikarang*	5.00 P.M.
		Friday, 7th,
Hoihow, Pakhoi & Haiphong	*Limchow*	8.30 A.M.
Swatow, Amoy and Foochow	*Haiyang*	1.00 P.M.
Haiphong	*Chinkua*	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 9th March	*Hakusan Maru*	*Kowloon P.O.* Reg. 4.30 P.M. Ltrs., 8th, 9.00 A.M. *G.P.O.* Reg. 8.45 A.M. Letters 9.30 A.M.
		Saturday, 8th,
Straits and Calcutta	*Talma*	Par. Noon Letters 1.00 P.M.
Straits	*Bellerophon*	2.30 P.M.
		Reg 5.00 P.M. Letters 6.00 P.M.
Shanghai & Dalny	*Liangchow*	
		Sunday, 9th,
Swatow, Amoy & Formosa	*Hoian Maru*	9.00 A.M.
Bangkok via Swatow	*Kwangchow*	9.00 A.M.
		Monday, 10th,
Amoy	*Kutsang*	5.00 P.M.
		Tuesday, 11th, *Kowloon P.O.*
Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 14th March	*General Metzinger*	Reg. 1.00 P.M. Letters 1.30 P.M. *G.P.O.* Reg. 1.45 P.M. Letters 2.30 P.M.
Swatow, Amoy & Foochow	*Hai Ning*	2.00 P.M.
Swatow	*Foo Shing*	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 1st Mar, & *Europe via Siberia	*Emp. of Russia*	Parcels 5.00 P.M. Reg. 12th 9.15 A.M. Letters 10.00 A.M.
		Wednesday, 12th,
*Shanghai & *Japan	*Siberia Maru*	8.30 A.M.
Amoy	*Taiyuan*	3.30 P.M.
		Thursday, 13th,
Hoihow & Pakhoi and Haiphong	*Chengtu*	8.30 A.M.
Straits & Calcutta	*Hoang*	Parcels Noon Letters 1.00 P.M.
		Friday, 14th, *Kowloon P.O.*
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 15th March	*Karmala*	Parcels 4.30 P.M. Reg 15th, 9.00 A.M. Letters 10.00 A.M. *G.P.O.* Par., 14th, 5.00 P.M. Reg, 15th 9.45 A.M. Letters 10.30 A.M.

*Superscribed correspondence only

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MR. W. H. TAFT RETIRES.

CHIEF JUSTICESHIP FOR MR. C. E. HUGHES.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Feb. 3.

Mr. William Howard Taft, former President of the United States, and for the last nine years Chief Justice of the Supreme Court of the United States, has resigned from the latter post. It will be recalled that he was taken suddenly ill in Washington recently, some anxiety being felt for some little time.

Mr. C. E. Hughes.

NEW YORK, Feb. 3.

Mr. Charles Evans Hughes, former Secretary of State, has been appointed Chief Justice in succession to Mr. W. H. Taft.

Mr. Charles Evans Hughes, junr., Solicitor General of the Department of Justice, will resign his post owing to his father's appointment as Chief Justice, since the Solicitor General represents the Government in cases before the Supreme Court.

Mr. Hughes, senr., is resigning from the World Court immediately.

Mr. Taft, who is a septuagenarian, is at present in a sanatorium at Nashville, North Carolina. The doctors report that he is "a very sick man."

A Former Secretary of State.

Mr. Hughes, who is 68, opposed President Wilson's re-election in 1916, but was beaten by a narrow majority, largely on account of a somewhat hesitating War policy. He was President Harding's Secretary of State and held that office from 1920 to 1925. Two years ago he was elected a member of the League of Nations Permanent Court of International Justice.

Mr. Taft's Career.

Mr. Taft came of well known legal stock, his father having been Attorney General in President Grant's administration. Mr. Taft started as a journalist, went in for public work and becoming a lawyer was made judge of the Superior Court of Ohio. He served as Solicitor General under President Harrison in 1890 and eleven years later was made first civil governor of the Philippine Islands. His legal training proved invaluable in this port and largely to him the Philippines owe their legal code. In 1908 Mr. Taft was elected President of the United States, and in 1912 he was re-nominated by the Republican party, but defeated by Woodrow Wilson. He held a number of important legal professorships and was also Chairman of the National War Labour Conference Board, becoming Chief Justice of the Supreme Court 1921. He is now 72 years old.

DOMINIONS AND THE CROWN.

EMPIRE CONFERENCE SUGGESTIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, February 3.

The Conference on the operation of Dominion legislation, representing Britain, the Dominions and India, which sat in London last year, has now issued its report.

The report embodies recommendations framed with the object of "carrying into full effect the equality status as the root principle governing the relations of members of the Common-wealth, indicating methods of maintaining and strengthening a practical system of free co-operation."

The opinion is expressed that the power of the Crown, on the advice of Ministers of the United Kingdom, to disallow Dominion legislation cannot any longer be exercised.

The report recommends the enactment of legislation affirming that the Dominion Parliaments are fully empowered to make laws having extra-territorial operation.

It also declares that inasmuch as the Crown is a symbol of the free association of the members of the Commonwealth, a Convention should be framed laying down that any alteration in the law touching the succession to the Throne, or Royal style and titles, shall hereafter require the assent of the Parliaments of all the Dominions as well as that of the United Kingdom.

DUMPING OF FOOD.

QUESTION HAS BEEN SERIOUSLY CONSIDERED.

[BRITISH WIRELESS SERVICE.]

RUGBY, February 3.

In the House of Commons to-day, the Premier was asked whether he would introduce immediate legislation to stop the dumping of food products in this country, below the cost of production in countries of origin, through the machinery of Government subsidies.

Mr. Ramsay MacDonald said the Government were parties to the International Convention for the abolition of import and export prohibitions and restrictions, and action of the kind suggested would be in opposition to this.

The question, said the Premier, had been very seriously considered and the first obstacles to action of the class suggested were the treaties and agreements which would have to be denounced. It certainly was a subject that would have to be carefully and thoroughly examined. The Government, said the Premier, had come to the conclusion that the first place for raising the question was at Geneva.

(Continued on next Column.)

SOBER DORSET.

BONA-FIDE TRAVELLERS & THE BONA-FIDE THIRSTY.

The chairman of the Dorsetshire Quarter Sessions and Licensing Committee, Mr. J. C. Swinburen-Hanham, recently gave evidence before the Royal Commission on Licensing.

Questioned by the chairman (Lord Amulree), he said that there had been an improvement in the social habits of the people in the seaside towns of Dorset. "I should say there is no apparent drunkenness in the country," he added. In 1923 there were 153 proceedings for drunkenness, and 100 convictions only, which did not strike one as a very large number for a population of 228,160. "Twenty years ago it was worse, and twenty years before that a great deal worse. I can remember some parts of Dorset where there was a great deal of drunkenness. I don't suppose I am going too far when I say that Poole was one of them. There was a timber merchant who devoted more time to the reclamation of Poole than to his business. Since then it has been a great deal better."

If the hours were to be restricted he thought that the restrictions should not be "at the early end of the day." "A good many people have done a day's work by ten o'clock, and probably a glass of beer does not come amiss," he said.

Mr. Gerald France, a member of the Commission asked Mr. Swinburne-Hanham about the bona-fide traveller.

There was much to be said for him, the witness replied, as inns were originally established for his accommodation, and he was now left out in the cold to a large extent.

Mr. France: You don't anticipate the possibility of the licensed victualler having to decide, perhaps by some psychological test, what type of person would have to come under the definition of bona-fide traveller?

Mr. Swinburne-Hanham: It is difficult to say. There must be some test. It is not everyone who is a bona-fide traveller. Some are only bona-fide thirsty. (Laughter.)

U.S. ADMIRAL'S DEATH.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, February 3.

A message from Newport, Rhode Island, reports the death of Rear-Admiral William Lauriston Howard, who retired from service in 1919.

RADIO INDUSTRY FLOURISHING.

BRITISH ENTERPRISE.

Broadcasting is now so firmly established in Europe that it is not surprising to learn that the radio industry is in a very flourishing state. The total number of licence holders in Great Britain is rapidly reaching the three million mark, and the British Broadcasting Corporation, which is now a national institution, is developing and expanding every day. All the British stations are linked with telephone cables to each other and to the chief cities of Europe, enabling them to broadcast to their listeners, concerts from all over the Continent.

These "land-line" relays have hitherto only been adopted by the various broadcasting stations, but recently a British radio Company utilised the Post Office telephone lines for a novel and effective relay to inaugurate their sales campaign for the coming season. The occasion was the trade luncheon given by the Mullard Wireless Service Co. Ltd. to the leading wholesalers throughout the British Isles.

In order to permit as many factors as possible to take part, luncheons were given simultaneously in London, Manchester, Birmingham, Leeds, Glasgow, Newcastle and Bristol. Unknown to their guests, the Mullard Wireless Service Company, in co-operation with Post Office engineers, installed a microphone and the necessary amplifying equipment in London, where the main luncheon was to take place, and linked up with the six provincial cities by telephone cable. In each of the remaining cities loudspeaker equipment was installed, and the luncheons were so timed that all the guests reached the coffee stage together. The chairman in London rose and proposed the toast to the King, and simultaneously his guests all over the country rose with him and drank to His Majesty's health. The speeches followed, and by means of the loudspeakers the provincial guests were able to hear of the Company's policy for the new season, as outlined by the chairman in London. It is interesting to note that the designing of the amplifiers, their erection, installation and test-out with London was carried out in less than four days before the Luncheon took place. This is probably a record in installing a relay system of such size, and reflects great credit on the engineers of the Mullard Company and of the General Post Office.

The following technical description will be of interest to our readers:—

The main amplifier and microphone were installed in Frascati's Restaurant, London, and connected by the G.P.O. trunk lines to the six provincial cities, where further amplifiers were used to build up the speech currents to a value sufficiently large to operate the speakers.

The London equipment consisted of a three stage microphone amplifier and six special output stages. Mullard P.M. Valves (P.M. 5. X., P.M. 6D., and P.M. 256) transformer coupled, were used in the microphone amplifier, the output of which was fed to the grids of six Mullard D.F.A. 9 Valves, forming the output stages. Each of these output valves fed a G.P.O. trunk line to every city through a choke and transformer, the choke being used to avoid saturation of the transformer primary. Standard Mullard "Permacore" transformers were used throughout for intervalve coupling. At each of the provincial centres a further amplifier was installed, consisting of a Mullard P.M. 6D valve, transformer coupled to a D.F.A. 9, the output from which was choke fed to two Mullard type "H" Pure Music Speakers in paralled. To prevent overloading, eight volume controls were used in the first amplifier; one across the secondary of the microphone transformer, one across the secondary of the first intervalve transformer, and one across the primary of each output transformer. The amplifiers used between the trunk lines and the speakers had one volume control, across the secondary of the intervalve transformer.

RIGID FASCIST PARTY DISCIPLINE.

WARNING TO DOUBTERS.

Last month the Grand Fascist Council adopted the revised constitution of the Fascist party in toto, with an order-in-council bidding "all Fascists who do not feel able to accept in full and without reservation the rigid discipline of the party to resign within one week." Such dissidents may, however, "continue to take part in the party's subsidiary organisations, but in the party, as in the militia, there must be the spirit off front-line troops ready for every sacrifice."

The object of the party statute has been to strengthen the central authority and harden discipline, while the ranks of the party are definitely closed to new-comers. The latest seemingly liberal announcement is, however, intended as a warning for those Fascists whose disagreement with the party's discipline will cause their expulsion unless they resign. It is unlikely that any but a few well-known figures will take advantage of Signor Mussolini's invitation, as in most cases members who resigned would be open to suspicion, and their professional position endangered.

(Continued at foot of next column).

LONDON'S FIRST AND LAST MEN.

TWO ROMANCES OF THE DIRECTORY.

Mr. Robert à Ababrelton is the First Man in London. He has a white moustache, whimsical grey eyes, and romantic memories.

Mr. Charles Zyback is the Last Man in London. He has a grey moustache, eyes which twinkle with fun, and a philosophy.

These two are just names at the start and finish of the private residents' section of the Post Office Directory for 1930.

The First Man in London is a rolling stone with a niche in history. The Last Man in London is a hairdresser with a niche in Conduit-street.

The rolling stone knew he was the Frst Man. It bored him. The hairdresser discovered for the first time that the three or four names after his own in the directory had vanished. It pleased him.

"The name," said Mr. à Ababrelton, "is an old Scotch name, not French. It means 'of Ababrelton.' There should, strictly speaking, be no accent on the 'a.'

"Oh," I know all about being the First Man. Many years ago I arranged with the directory to be left out. Being the First Man was irritating. But I see I am back again now."

Expelled By Kruger.

Mr. à Ababrelton lives in a modest house in Clapham, has nineteen letters after his name, was private secretary to Viscount Cranborne, M.P., now the Marquis of Salisbury, and has been reporter, captain of constabulary, and native high court official, and was founder of the Phonetic Shorthand Writers' Association. He was also expelled from South Africa by President Kruger.

"I will tell you about that," said Mr. à Ababrelton. "I had gone out to exploit a new mineral. This fell through, but the mineral is still there.

"Well, I fell ill and was dying of enteric. A Boer doctor visits me and tells me I must become a burgher. I tell him this is impossible.

"He leaves me alone with my enteric, and I do not set eyes on him for four years. Understand that at this time my position is that of a neutral—a privileged neutral. Not long after I am told to clear out, and driven up to the station, still with enteric.

"I was not a spy, but I overheard the declaration of war against the British Empire. I was banished to Delagoa Bay, where I met the British Consul. You may have heard the name—Roger Casement!

"Later I saw General Smuts and General Botha. I was assured that I would be needed at the Union of States, but nothing came of it. I came to England.

"The war broke out. I was captain of special constabulary, and Lord Rhondda asked me to join the Whitechapel Military Service Tribunal. My present house at Clapham later became my office for Government work.

"I was told to carry on for two years after the Armistice. I had to pay girl clerks out of my own pocket. I asked for compensation, and was promised it. That was nine years ago. I am still waiting."

And then this very charming old gentleman shook hands and walked back into the Post Office Directory.

* * *

The Last Man in London hurried forward the silk and scented surroundings of one of the most famous hairdressing establishments in England.

A Swiss with a sense of humour is Mr. Charles Zyback, the Last Man in London.

"So! You say there are no more Zyback?" he laughed. "You no find Zyback in England, and very little abroad! I am The Zyback!"

He chuckled. "But I have three sons, and perhaps soon, next generation maybe, there is more Zyback—yes?"

Suddenly Mr. Zyback darted across to two women. Sixteen years looking at the back of women's heads have made an artist of Mr. Zyback. His hands flew over the counter glass while he talked softly of waves and singes, silently suggesting the wonder of his tongs. The women fixed an appointment and departed smiling.

"Oh! so busy," said Mr. Zyback—"sometimes twenty heads a day. How this hair business has grown! They will never go back to long hair again!"

Then a stream of clients entered, and with a busy little from Mr. Charles Zyback took Monsieur Robert back into the Post Office Directory.



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Pres. Lincoln Tues., Feb. 18
Pres. Madison.....Tues., Mar 4
Pres. Jackson Tues., Mar. 18

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Pres. Johnson . Sun., Feb 23, 8 a.m. Pres. Wilson... Sun., Mar. 23, 8 a.m.

To Manila

Pres. Lincoln....Feb. 11, 6 p.m. Pres. Madison...Feb. 25, 6 p.m.
Pres. Cleveland..Feb. 15, 6 p.m. Pres. Pierce... Mar. 1, 6 p.m.

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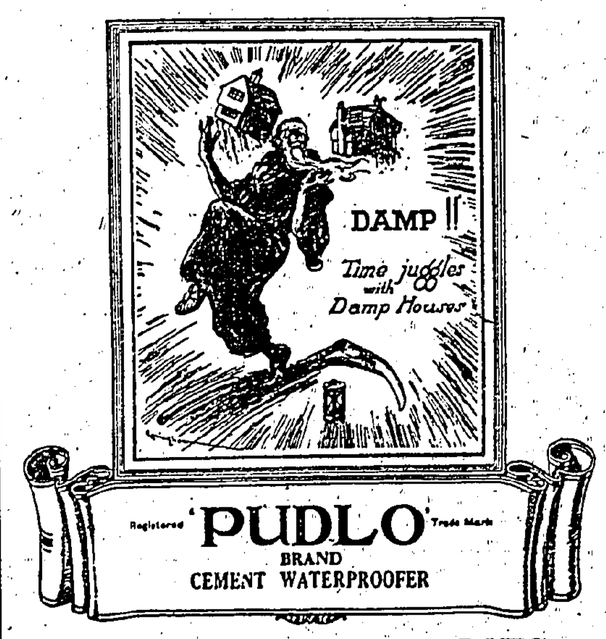
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ALEXANDRIA.

Pres. Harrison, Dollar, Feb. 9.
Pres. Johnson, Dollar, Feb. 23.

AMOY.

Chusan, B. & S., Feb. 5.
Haiyang, Douglas, Feb. 7.
Tjikarang, J.C.J.L., Feb. 8.
Antung, B. & S., Feb. 11.
Haining, Douglas, Feb. 11.
Kutsang, Jardine's, Feb. 11.
Taiyuan, B. & S., Feb. 12.
Anhui, B. & S., Feb. 16.
Tjisalak, J.C.J.L., Feb. 16.
Tilawa, B.I., Feb. 20.
Tjibadak, J.C.J.L., Feb. 20.
Suisang, Jardine's, Feb. 26.
Tjisaroea, J.C.J.L., Mar. 3.

ANTWERP.

Hakusan Maru, N.Y.K., Feb. 8.
Burgenland, Jebsen, Feb. 11.
Java, Manners, Feb. 11.
Kitano Maru, N.Y.K., Feb. 22.
Agra, Gilman's, Feb. 25.

AUSTRALIAN PORTS.

Changte, B. & S., Feb. 18.
Kaga Maru, N.Y.K., Feb. 19.
Tanda, E. & A., Feb. 23.

BALTIC PORTS.

Java, Manners, Feb. 11.

BALTIMORE.

Springbank, Bank, Feb. 12.

BANGKOK.

Kaying, B. & S., Feb. 5.
Chinhua B. & S., Feb. 8.
Hirundo, Thoresen, Feb. 9.
Kwangchow, B. & S., Feb. 9.
Kingyuan, B. & S., Feb. 13.
Hiram, Thoresen, Feb. 16.
Kalgan, B. & S., Feb. 16.
Hellas, Thoresen, Feb. 23.

BELAWAN DELI.

Coblenz, Melchers, Feb. 9.
Springbank, Bank, Feb. 15.
Cremer, J.C.J.L., Feb. 27.

BOMBAY.

Tamba Maru, N.Y.K., Feb. 11.
Karmala, P. & O., Feb. 15.
Kidderpore P. & O., Feb. 19.
Tokushima Maru, N.Y.K., Feb. 28.

BOSTON.

Pres. Harrison, Dollar, Feb. 9.
Imperial Prince, Furness Feb. 12.
Springbank, Bank, Feb. 12.
Kuma Maru, N.Y.K., Feb. 13.
Emp. of Australia, C.P.S., Feb. 17.
Kako Maru, N.Y.K., Feb. 18.
Pres. Johnson, Dollar, Feb. 23.
Javanese Prince, Furness, Feb. 27.

BREMEN.

Coblenz, Melchers, Feb. 9.
Java, Manners, Feb. 11.
Schlesien, Melchers, Feb. 24.
Franken, Melchers, Mar. 4.

BRINDISI.

Duchessa d'Aosta, D'well's, Feb. 22.
Esquilino, D'well's, Mar. 4.

CALCUTTA.

Calcutta Maru, N.Y.K., Feb. 8.
Talma, B.I., Feb. 8.
Hosang, Jardine's, Feb. 13.
Shirala, B.I., Feb. 13.
Malacca Maru, N.Y.K., Feb. 15.
Kumsang, Jardine's, Feb. 18.
Namsang, Jardine's, Feb. 24.
Takliwa, B.I., Feb. 25.
Tilawa, B.I., Mar. 11.

CEBU.

California, S.S.S., Feb. 6.
Kentucky, S.S.S., Feb. 16.
G'den Tide, S.S.S., Feb. 23.
Michigan, S.S.S., Mar. 5.

CHEFOO.

Huichow, B. & S., Feb. 18.

COLOMBO.

Hakusan Maru, N.Y.K., Feb. 8.
Coblenz, Melchers, Feb. 9.
Pres. Harrison, Dollar, Feb. 9.
Burgenland, Jebsen, Feb. 11.
General Metzinger, M.M., Feb. 11.
Tamba Maru, N.Y.K., Feb. 11.
Glenamoy, Jardine's, Feb. 12.
Karmala, P. & O., Feb. 15.
Kidderpore P. & O., Feb. 19.
Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.
Schlesien, Melchers, Feb. 24.
Andre Lebon, M.M., Feb. 25.
Agra, Gilman's, Feb. 26.
Albert Voegler, Jebsen, Feb. 28.
Tsushima Maru, N.Y.K., Feb. 28.
Macedonia, P. & O., Mar. 1.
Esquilino, D'well's, Mar. 4.
Franken, Melchers, Mar. 4.
Philoctetes, B.F., Mar. 4.

COPENHAGEN.

Java, Manners, Feb. 11.

DALNY.

Benares, Gilman's, Feb. 7.
Liangchow, B. & S., Feb. 9.
Aeneas, B.F., Feb. 11.
Fulda, Melchers, Feb. 11.
Luchow, B. & S., Feb. 16.
Trentbank, Bank, Feb. 21.
Main, Melchers, Feb. 25.
Sumatra, Gilman's, Mar. 3.

DUTCH PORTS.

Hakusan Maru, N.Y.K., Feb. 8.
Coblenz, Melchers, Feb. 9.
Java, Manners, Feb. 11.
Glenamoy, Jardine's, Feb. 12.
Burgenland, Jebsen, Feb. 13.
City of Kimberley, Bank, Feb. 14.
Hector, B.F., Feb. 19.
Kitano Maru, N.Y.K., Feb. 22.
Schlesien, Melchers, Feb. 24.
Agra, Gilman's, Feb. 25.
Albert Voegler, Jebsen, Feb. 28.
Franken, Melchers, Mar. 4.

FOOCHOW.

Haiyang, Douglas, Feb. 7.
Haining, Douglas, Feb. 11.
Huichow, B. & S., Feb. 18.

GENOA.

Burgenland, Jebsen, Feb. 13.
Coblenz, Melchers, Feb. 9.
Pres. Harrison, Dollar, Feb. 9.
Delagoa Maru, N.Y.K., Feb. 17.
Mentor, B.F., Feb. 20.
Pres. Johnson, Dollar, Feb. 23.
Agra, Gilman's, Feb. 25.
Albert Voegler, Jebsen, Feb. 28.

GLASGOW.

Bellerophon, B.F., Feb. 9.
Hector, B.F., Feb. 19.
Mentor, B.F., Feb. 20.

GOTHENBURG.

Java, Manners, Feb. 11.
Agra, Gilman's, Feb. 25.

HAIPHONG AND HOIHOW.

Canton, M.M., Feb. 5.
Chinhua B. & S., Feb. 8.
Tonkin, M.M., Feb. 11.
Chengttu, B. & S., Feb. 13.
Kingyuan, B. & S., Feb. 13.

HAMBURG.

Coblenz, Melchers, Feb. 9.
Java, Manners, Feb. 11.
Glenamoy, Jardine's, Feb. 12.
Burgenland, Jebsen, Feb. 13.
City of Kimberley, Bank, Feb. 14.
Schlesien, Melchers, Feb. 24.
Agra, Gilman's, Feb. 25.
Albert Voegler, Jebsen, Feb. 28.
Franken, Melchers, Mar. 4.
Philoctetes, B.F., Mar. 4.

HAVRE.

Bellerophon, B. F., Feb. 9.
City of Kimberley, Bank, Feb. 14.
Mentor, B.F., Feb. 20.

HONOLULU.

Korea Maru, N.Y.K., Feb. 6.
Emp. of Australia, C.P.S., Feb. 17.
Shinyo Maru, N.Y.K., Feb. 19.
Asama Maru, N.Y.K., Feb. 27.
Rakuyo Maru, N.Y.K., Mar. 2.

ILOILO.

California, S.S.S., Feb. 6.
Springbank, Bank, Feb. 15.
Kentucky, S.S.S., Feb. 16
G'den Tide, S.S.S., Feb. 23.

JAPAN PORTS.

Tanda, E. & A., Feb. 4, noon.
Korea Maru, N.Y.K., Feb. 6.
Menelaus, B.F., Feb. 6.
Asia, Manners, Feb. 8.
Muroran Maru, N.Y.K., Feb. 9.
Tsushima Maru, N.Y.K., Feb. 10.
Vogtland, Jebsen, Feb. 10.
Alipore, P. & O., Feb. 11.
Kutsang, Jardine's, Feb. 11.
Pres. Grant, A.M.L., Feb. 11
Emp. of Russia, C.P.S., Feb. 12.
Porthos, M.M., Feb. 12.
Siberia Maru, N.Y.K., Feb. 12.
Glenshiel, Jardine's, Feb. 13.
Tyndareus, B.F., Feb. 15.
Emp. of Australia, C.P.S., Feb. 17.
Katori Maru, N.Y.K., Feb. 17.
Mentheus, B.F., Feb. 17.
Col. di Lava, Dodwell's, Feb. 18.
Kako Maru, N.Y.K., Feb. 18.
Pres. Lincoln, Dollar, Feb. 18.
Shinyo Maru, N.Y.K., Feb. 19.
Tottori Maru, N.Y.K., Feb. 19.
Tilawa, B.I., Feb. 20.
Main, Melchers, Feb. 25.
Pres. Cleveland, Dollar, Feb. 25.
Chenonceaux, M.M., Feb. 26.
Suisang, Jardine's, Feb. 26.
Asama Maru, N.Y.K., Feb. 27.
Shidzuoka Maru, N.Y.K., Feb. 28.
Rakuyo Maru, N.Y.K., Mar. 2.
Romolo, Dodwell's, Mar. 2.
Afrika, Manners, Mar. 3.
Sumatra, Gilman's, Mar. 3.
Oanfa, B.F., Mar. 4.
Pres. Madison, A.M.L., Mar. 4.
Emp. of Asia, C.P.S., Mar. 5.
Glenlucc, Jardine's, Mar. 6.

JAVA PORTS.

Tjileboet, J.C.J.L., Feb. 11.
Tjikarang, J.C.J.L., Feb. 18.
Tjikembang, J.C.J.L., Feb. 25.

LISBON.

Schlesien, Melchers, Feb. 24.

LIVERPOOL.

Bellerophon, B.F., Feb. 9.
Delagoa Maru, N.Y.K., Feb. 17.
Mentor, B.F., Feb. 20.

LONDON.

Hakusan Maru, N.Y.K., Feb. 8.
Glenamoy, Jardine's, Feb. 12.
City of Kimberley, Bank, Feb. 14.
Hector, B.F., Feb. 19.
Kitano Maru, N.Y.K., Feb. 22.
Macedonia, P. & O., Mar. 1.

LOS ANGELES.

Pres. Grant, A.M.L., Feb. 11.
Pres. Cleveland, Dollar, Feb. 25.
Asama Maru, N.Y.K., Feb. 27.
Rakuyo Maru, N.Y.K., Mar. 2.

MANILA

California, S.S.S., Feb. 8.
Coblenz, Melchers, Feb. 9.
Pres. Harrison, Dollar, Feb. 9.
Burgenland, Jebsen, Feb. 11.
Karmala, P. & O., Feb. 15.
Kentucky, S.S.S., Feb. 16.
Changte, B. & S., Feb. 18.
Tjikarang, J.C.J.L., Feb. 18.
Kaga Maru, N.Y.K., Feb. 19.
G'den Tide, S.S.S., Feb. 23
Pres. Johnson, Dollar, Feb. 23.
Agra, Gilman's, Feb. 26.
Pres. Madison, A.M.L., Feb. 26.
Albert Voegler, Jebsen, Feb. 28.
Tanda, E. & A., Feb. 28.
Michigan, S.S.S., Mar. 5.

MARSEILLES.

Hakusan Maru, N.Y.K., Feb. 8.
Pres. Harrison, Dollar, Feb. 9.
General Metzinger, M.M., Feb. 11.
Java, Manners, Feb. 11.
Karmala, P. & O., Feb. 15.
Delagoa Maru, N.Y.K., Feb. 17.
Hector, B.F., Feb. 19.
Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.
Schlesien, Melchers, Feb. 24.
Andre Lebon, M.M., Feb. 25.
Macedonia, P. & O., Mar. 1.
Franken, Melchers, Mar. 4.

NAPLES.

Hakusan Maru, N.Y.K., Feb. 8.
Pres. Harrison, Dollar, Feb. 9.
Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.

NEW YORK, BOSTON, etc.

Pres. Harrison, Dollar, Feb. 9.
Imperial Prince, Furness Feb. 12.
Springbank, Bank, Feb. 12.
Kuma Maru, N.Y.K., Feb. 13.
Emp. of Australia, C.P.S., Feb. 17.
Kako Maru, N.Y.K., Feb. 18.
Pres. Johnson, Dollar, Feb. 23.
Javanese Prince, Furness, Feb. 27.

NORTH CHINA.

Asia, Manners, Feb. 8.
Fulda, Melchers, Feb. 11.
Trentbank, Bank, Feb. 21.
Main, Melchers, Feb. 25.
Sumatra, Gilman's, Mar. 3.

OSLO.

Java, Manners, Feb. 11.
Agra, Gilman's, Feb. 25.

PANAMA.

Kuma Maru, N.Y.K. Feb. 13.
Emp. of Australia, C.P.S., Feb. 17.
Kako Maru, N.Y.K., Feb. 18.
Rakuyo Maru, N.Y.K., Mar. 2.

PENANG.

Calcutta Maru, N.Y.K., Feb. 8.
Hakusan Maru, N.Y.K., Feb. 8.
Talma, B.I., Feb. 8.
Pres. Harrison, Dollar, Feb. 9.
Tamba Maru, N.Y.K., Feb. 11.
Hosang, Jardine's, Feb. 13.
Shirala, B.I., Feb. 13.
Karmala, P. & O., Feb. 15.
Malacca Maru, N.Y.K., Feb. 15.
Kumsang, Jardine's, Feb. 18.
Kidderpore P. & O., Feb. 19.
Pres. Johnson, Dollar, Feb. 23.
Kitano Maru, N.Y.K., Feb. 22.
Namsang, Jardine's, Feb. 24.
Schlesien, Melchers, Feb. 24.
Takliwa, B.I., Feb. 25.
Agra, Gilman's, Feb. 26.
Cremer, J.C.J.L., Feb. 27.
Tokushima Maru, N.Y.K., Feb. 28.
Macedonia, P. & O., Mar. 1.
Franken, Melchers, Mar. 4.
Tilawa, B.I., Mar. 11.

PORTLAND.

Patagonier, Bank, Feb. 12.
Iowa, States, Feb. 15.

RANGOON.

Calcutta Maru, N.Y.K., Feb. 8.
Shirala, B.I., Feb. 13.
Malacca Maru, N.Y.K., Feb. 15.

SAIGON.

Kwangtung, B. & S., Feb. 5.
General Metzinger, M.M., Feb. 11.
Andre Lebon, M.M., Feb. 25.

SANDAKAN.

Hinsang, Jardine's, Feb. 6.
Mausang, Jardine's, Feb. 24.
Tanda, E. & A., Feb. 28.

SAN FRANCISCO.

Pres. Grant, A.M.L., Feb. 11.
Emp. of Australia, C.P.S., Feb. 17.
Kako Maru, N.Y.K., Feb. 18.
Pres. Lincoln, Dollar, Feb. 18.
Shinyo Maru, N.Y.K., Feb. 19.
Pres. Cleveland, Dollar, Feb. 25.
Asama Maru, N.Y.K., Feb. 27.

SCANDINAVIAN PORTS.

Java, Manners, Feb. 11.
Agra, Gilman's, Feb. 25.

SEATTLE.

Bonneville, Thoresen's, Feb. 8.
Patagonier, Bank, Feb. 12.
Siberia Maru, N.Y.K., Feb. 12.
Tyndarens, B.F., Feb. 15.
Pres. Lincoln, Dollar, Feb. 18.
Shidzuoka Maru, N.Y.K., Feb. 28.
Pres. Madison, A.M.L., Mar. 4.

SHANGHAI.

Chaksang, Jardine's Feb. 5.
Chusan, B. & S., Feb. 5.
Korea Maru, N.Y.K., Feb. 6.
Linan, B. & S., Feb. 6.
Menelaus, B.F., Feb. 6.
Asia, Manners, Feb. 8.
Changchow, B. & S., Feb. 8.
Tjikarang, J.C.J.L., Feb. 8.
Kwaisang, Jardine's, Feb. 9.
Liangchow, B. & S., Feb. 9.
Muroran Maru, N.Y.K., Feb. 9.
Suiyang, B. & S., Feb. 9.
Tsushima Maru, N.Y.K., Feb. 10.
Vogtland, Jebsen, Feb. 10.
Aeneas, B.F., Feb. 11.
Alipore, P. & O., Feb. 11.
Fulda, Melchers, Feb. 11.
Kutsang, Jardine's, Feb. 11.
Pres. Grant, A.M.L., Feb. 11.
Sunning, B. & S., Feb. 11.
Emp. of Russia, C.P.S., Feb. 12.
Fooshing, Jardine's, Feb. 12.
Porthos, M.M., Feb. 12.

SHANGHAI.—(*Continued*).

Siberia Maru, N.Y.K., Feb. 12.
Taiyuan, B. & S., Feb. 12.
Glenshiel, Jardine's, Feb. 13.
Hopsang, Jardine's, Feb. 16.
Luchow, B. & S., Feb. 16.
Emp. of Australia, C.P.S., Feb. 17.
Katori Maru, N.Y.K., Feb. 17.
Mentheus, B.F., Feb. 17.
Col. di Lava, Dodwell's, Feb. 18.
Kako Maru, N.Y.K., Feb. 18.
Pres. Lincoln, Dollar, Feb. 18.
Hangsang, Jardine's, Feb. 19.
Shinyo Maru, N.Y.K., Feb. 19.
Tottori Maru, N.Y.K., Feb. 19.
Tjibadak, J.C.J.L., Feb. 20.
Main, Melchers, Feb. 25.
Pres. Cleveland, Dollar, Feb. 25.
Chenonceaux, M.M., Feb. 26.
Asama Maru, N.Y.K., Feb. 27.
Shidzuoka Maru, N.Y.K., Feb. 28.
Romolo, Dodwell's, Mar. 2.
Afrika, Manners, Mar. 3.
Sumatra, Gilman's, Mar. 3.
Oanfa, B.F., Mar. 4.
Pres. Madison, A.M.L., Mar. 4.
Emp. of Asia, C.P.S., Mar. 5.
Glenlucc, Jardine's, Mar. 6.

SINGAPORE.

Bingo Maru, N.Y.K., Feb. 5.
Calcutta Maru, N.Y.K., Feb. 8.
Hakusan Maru, N.Y.K., Feb. 8.
Talma, B.I., Feb. 8.
Coblenz, Melchers, Feb. 9.
Pres. Harrison, Dollar, Feb. 9.
Burgenland, Jebsen, Feb. 11.
Antung, B. & S., Feb. 11.
General Metzinger, M.M., Feb. 11.
Java, Manners, Feb. 11.
Tamba Maru, N.Y.K., Feb. 11.
Glenamoy, Jardine's, Feb. 12.
Hosang, Jardine's, Feb. 13.
Kingyuan, B. & S., Feb. 13.
Shirala, B.I., Feb. 13.
Karmala, P. & O., Feb. 15.
Malacca Maru, N.Y.K., Feb. 15.
Anhui, B. & S., Feb. 16.
Delagoa Maru, N.Y.K., Feb. 17.
Kumsang, Jardine's, Feb. 18.
Hector, B.F., Feb. 19.
Kidderpore P. & O., Feb. 19.
Mentor, B.F., Feb. 20.
Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.
Namsang, Jardine's, Feb. 24.
Schlesien, Melchers, Feb. 24.
Andre Lebon, M.M., Feb. 25.
Takliwa, B.I., Feb. 25.
Agra, Gilman's, Feb. 26.
Cremer, J.C.J.L., Feb. 27.
Tokushima Maru, N.Y.K., Feb. 28.
Macedonia, P. & O., Mar. 1.
Esquilino, D'well's, Mar. 4.
Franken, Melchers, Mar. 4.
Philoctetes, B.F., Mar. 4.
Tilawa, B.I., Mar. 11.

SOUTH AFRICAN PORTS.

Bingo Maru, N.Y.K., Feb. 5.

SOUTH AMERICAN PORTS.

Bingo Maru, N.Y.K., Feb. 5.

SWATOW.

Chaksang, Jardine's, Feb. 5.
Chusan, B. & S., Feb. 5.
Linan, B. & S., Feb. 6.
Haiyang, Douglas, Feb. 7.
Hirundo, Thoresen, Feb. 9.
Kwaisang, Jardine's, Feb. 9.
Kwangchow, B. & S., Feb. 9.
Liangchow, B. & S., Feb. 9.
Suiyang, B. & S., Feb. 9.
Antung, B. & S., Feb. 11.
Haining, Douglas, Feb. 11.
Sunning, B. & S., Feb. 11.
Chipshing, Jardine's, Feb. 12.
Fooshing, Jardine's, Feb. 12.
Anhui, B. & S., Feb. 16.
Cheongshing, Jardine's, Feb. 16.
Hiram, Thoresen, Feb. 16.
Hopsang, Jardine's, Feb. 16.
Kalgan, B. & S., Feb. 16.
Tjisalak, J.C.J.L., Feb. 16.
Hangsang, Jardine's, Feb. 19.
Hellas, Thoresen, Feb. 23.
Tjisaroea, J.C.J.L., Mar. 3.

TIENTSIN.

Fulda, Melchers, Feb. 11.
Chipshing, Jardine's, Feb. 12.
Cheongshing, Jardine's, Feb. 16.
Huichow, B. & S., Feb. 18.

TRIESTE AND VENICE.

Duchessa d'Aosta, D'well's, Feb. 22.
Esquilino, D'well's, Mar. 4.

TSINGTAO.

Chaksang, Jardine's, Feb. 5.
Kwaisang, Jardine's, Feb. 9.
Suiyang, B. & S., Feb. 9.
Sunning, B. & S., Feb. 11.
Fooshing, Jardine's, Feb. 12.
Hopsang, Jardine's, Feb. 16.
Hangsang, Jardine's, Feb. 19.

VANCOUVER, B.C.

Bonneville, Thoresen's, Feb. 8.
Emp. of Russia, C.P.S., Feb. 12.
Patagonier, Bank, Feb. 12.
Tyndareus, B.F., Feb. 15.
Emp. of Asia, C.P.S., Mar. 5.

VICTORIA, B.C.

Siberia Maru, N.Y.K., Feb. 12.
Emp. of Russia, C.P.S., Feb. 12.
Tyndareus, B.F., Feb. 15.
Pres. Lincoln, Dollar, Feb. 18.
Shidzuoka Maru, N.Y.K., Feb. 28.
Pres. Madison, A.M.L., Mar. 4.
Emp. of Asia, C.P.S., Mar. 5.

VLADIVOSTOCK.

Glenshiel, Jardine's, Feb. 13.
Sumatra, Gilman's, Mar. 3.
Benares, Gilman's, Feb. 4.
Glenlucc, Jardine's, Mar. 6.

WEIHAIWEI.

Huichow, B. & S., Feb. 18.

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe Feb. 11.
Achilles arrived from Japan Feb. 4.
Agra due from Shanghai Feb. 26.
Albert Vogler due from Japan Feb. 27.
Alipore due from Japan Feb. 8.
Andre Lebon due from Shanghai Feb. 24.
Asama Maru due from Japan Feb. 24.
Asia due from Europe Feb. 8.
Benares due from Europe Feb. 7.
Benavon due from Europe Feb. 5.
Benledi due from Europe Feb. 5.
Bingo Maru arrived from Japan Feb. 4.
Bronxville due from Pacific Coast Feb. 13.
Burgenland due from Japan. Feb. 11.
Calcutta Maru due from Singapore Feb. 7.
Changte due from Australia Feb. 11.
Chenonceaux due from Europe Feb. 25.
City of Khios due from Europe Mar. 3.
City of Salisbury arrived from New York Jan. 29.
City of Tokio due from New York Feb. 12.
Coblenz due from Japan Feb. 9.
Col. Di Lana, due from Karachi Feb. 16.
Delagoa Maru due from Japan Feb. 9.
Duisburg due from Europe March 3.
Empress of Asia due from Manila Feb. 7.
Emp. of Australia arrived at Singapore 8 a.m.
Empress of Canada arrived at Vancouver Jan. 31.
Esquilino due from Shanghai Mar. 3.
Eurypylus due from Europe Feb. 26.
Franken due from Shanghai Mar. 3.
Fulda due from Europe Feb. 11.
General Metzinger due from Shanghai Feb. 11.
Glenamoy due from Japan Feb. 11.
Glenapp due from Shanghai Mar. 12.
Glenlucc due from Europe Mar. 2.
Glenshiel due from Europe Feb. 14.
Hakusan Maru due from Shanghai Feb. 7.
Haruna Maru due from Japan Mar. 7.
Hector due from Japan Feb. 18.
Java due from Shanghai Feb. 17.
Kaga Maru due from Japan Feb. 18.
Kako Maru due from Singapore Feb. 17.
Kalyan due from Europe Feb. 14.
Kamo Maru arrived from Singapore. Feb. 4.
Kanagawa Maru arrived from Singapore Feb. 2.
Karmala due from Shanghai Feb. 14.
Kashmir due from Japan Mar. 7.
Katori Maru due from Singapore Feb. 16.
Keemun arrived from Europe Feb. 4.
Kidderpore due from Japan Feb. 18.
Kitano Maru due from Japan Feb. 21.
Kuma Maru due from Singapore Feb. 12.
Kutsang due from Europe Feb. 9.
Macedonia due from Japan Feb. 28.
Main due from Europe Feb. 25.
Menelaus due from Europe Feb. 6.
Menestheus due from Europe Feb. 16.
Muensterland due from Europe Feb. 27.
Muroran Maru due from Singapore Feb. 5.
Nanking due from Europe Mar. 7.
Oanfa due from Europe Mar. 4.
Patagonier due from New York Feb. 11.
Philoctetes due from Europe Mar. 3.
Pres. Cleveland due from Shanghai Feb. 14.
Pres. Fillmore due from Shanghai Mar. 8.
Pres. Grant due from Manila Feb. 10.
Pres. Harrison due from Shanghai Feb. 8.
Pres. Jefferson arrived from Manila Feb. 3.
Pres. Lincoln due from Shanghai Feb. 10.
Protesilaus due from Europe Feb. 28.
Rakuyo Maru Singapore Feb. 17.
Ramses due from Europe Feb. 18.
Rawalpindi arrived from Europe Feb. 27.
Romolo due from Europe Mar. 2.
Sarpedon due from Europe Mar. 7.
Schlesien due from Shanghai Feb. 24.
Shidzuoka Maru due from Japan Feb. 10.
Shinyo Maru due from Japan Feb. 17.
Shirala due from Japan Feb. 9.
Sumatra due from Europe Feb. 23.
Taiyo Maru due from Shanghai Feb. 17.
Takliwa due from Japan Feb. 22.
Talma due from Amoy Feb. 6.
Tamba Maru due from Japan Feb. 10.
Tanda arrived from Manila Feb. 3.
Teucer due from Europe Feb. 25.
Thursland Castle due from New York Feb. 6.
Tilawa due from Singapore Feb. 8.
Tjisalak due from Java Feb. 15.
Tjibadak due from Java Feb. 19.
Tjikarang due from Java Feb. 6.
Tjileboet due from Amoy Feb. 11.
Tjikembang due from Amoy Feb. 24.
Tjisaroea due from Java Mar. 3.
Trentbank due from New York Feb. 19.
Vogtland due from Europe Feb. 10.
Yokohama Maru due from Japan Feb. 24.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "PYRRHUS"
FROM NEW YORK VIA SINGAPORE

are hereby notified that their Cargo having arrived per s.s. "KEEMUN" from SINGAPORE will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 4th February.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 10th February, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 24th February, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

4th February, 1930. [8982

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "TYNDAREUS"
FROM SEATTLE, VANCOUVER AND VICTORIA VIA JAPAN

are requested to take Delivery of Flour, and Lumber Shipments as soon as the Vessel is ready to discharge and are hereby notified that if their Lighters are not placed alongside the Vessel as required, their Shipments will be discharged into Holt's Wharf, Kowloon, at their expense, where the Cargo will lie also at their risk and expense and subject to the Terms and Conditions of Storage at Holt's Wharf. The Vessel will Commence Discharge on the 4th February.

General Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to the Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from the Godown on and after 4th February.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all General Cargo remaining undelivered after the 10th February, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 24th February, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

4th February, 1930. [8983

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "KEEMUN"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 4th February.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 10th February, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 24th February, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

4th February, 1930. [8980

"CLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENGAPP"

having arrived from the above Ports Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 7th February, 1930, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 6th February, 1930, at 10 A.M. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.
Agents.

Hong Kong, 31st Jan., 1930. [8972

PRINCE LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Motor Vessel "CINGALESE PRINCE"

having arrived from the above Port on 1st instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 7th instant, at 10 A.M.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road,
Telephone C. 3165.

Hong Kong, 1st Feb., 1930. [8973

Trade Notes & Statistics

Are always of interest to Progressive Business-men. You will find many important facts and figures about South China trade in the "Weekly Press." Price 30 cents a copy, or $15 per annum post free to any address in the world.

CHINA NAVIGATION
COMPANY, LIMITED.

SWATOW, AMOY & SHANGHAI	"CHUSAN"	On	5th Feb., Daylight
BANGKOK	"KAYING"	On	5th Feb., 8 a.m.
SAIGON	"KWANTUNG"	On	5th Feb., Noon
SWATOW & SHANGHAI	"LINAN"	On	6th Feb., Daylight
HAIPHONG, HOIHOW & BANGKOK	"CHINHUA"	On	8th Feb., 8 a.m.
NINGPO & SHANGHAI	"CHANGCHOW"	On	8th Feb., 3 p.m.
SHANGHAI & DALNY	"LIANGCHOW"	On	9th Feb., Daylight
SWATOW, SHANGHAI & TSINGTAO	"SUIYANG"	On	9th Feb., Daylight
SWATOW & BANGKOK	"KWANGCHOW"	On	9th Feb., 11 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SUNNING"	On	11th Feb., Daylight
AMOY, SWATOW & SINGAPORE	"ANTUNG"	On	11th Feb., 8 a.m.
AMOY & SHANGHAI	"TAIYUAN"	On	12th Feb., 5 p.m.
HOIHOW S'PORE & BANGKOK	"KNIGYUAN"	On	13th Feb., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENGTU"	On	13th Feb., 10 a.m.
SHANGHAI & DALNY	"LUCHOW"	On	16th Feb., Daylight
AMOY, SWATOW & SINGAPORE	"ANHUI"	On	16th Feb., 8 a.m.
SWATOW & BANGKOK	"KALGAN"	On	16th Feb., 11 a.m.
FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On	18th Feb., 10 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
TELEPHONE CENTRAL 36. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

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HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DUE HONG KONG	DUE TO SAIL
CHANGTE	11th February	18th February
TAIPING	11th March	18th March
CHANGTE	11th April	18th April
TAIPING	13th May	20th May

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THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "JAVA"
on or about
11th FEBRUARY
For
PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Asia" ...	8th Feb.	13th March
M.S. "Afrika" ...	3rd March	12th April
M.S. "Malaya" ...	3rd April	13th May
M.S. "Danmark" ...	1st May	11th June
M.S. "Panama" ...	1st June	10th July
M.S. "Java" ...	1st July	10th Aug.

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NEW YORK

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"JAVANESE PRINCE"	Feb. 27th
"BRITISH PRINCE"	Mar. 13th

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G. METZINGER	... 11th Feb.
ANDRE LEBON	... 25th Feb.
PORTHOS ...	... 11th Mar.
CHENONCEAUX	... 26th Mar.
ATHOS II ...	... 8th Apr.
D'ARTAGNAN	... 22nd Apr.
ANGERS ...	... 6th May
SPHINX ...	... 20th May

To Yokohama via Shanghai and Kobe.

PORTHOS ...	... 12th Feb.
CHENONCEAUX	.. 26th Feb.
ATHOS II ...	... 12th Mar.
D'ARTAGNAN	... 26th Mar.
ANGERS ...	... 8th Apr.
SPHINX ...	... 22nd Apr.
G. METZINGER	... 6th May
ANDRE LEBON	... 20th May

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT-SAID, or DJIBOUTI.

COMMERCIAL LINE
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Telephones: C. 651 and 740. 8, QUEEN'S BUILDING. [3

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	FEBRUARY 3, 1930. Hong Kong Standard Time	Barometer at Sea Level Inches	Millrs.	Temperature	Humidity	Wind Direction	Wind Force (Beaufort Scale)	Weather (Beaufort)	FEBRUARY 4, 1930. Hong Kong Standard Time	Barometer at Sea Level Inches	Millrs.	Temperature	Humidity	Wind Direction	Wind Force (Beaufort Scale)	Weather (Beaufort)
Wladivostock	12	30.41	772.4	17	...	N	5	b	6	30.50	774.8	9	...	NNE	4	b
Nemuro	11	30.00	762.0	...	...	NE	2	...	5	30.04	763.0	...	...	NNW	1	...
Hokodate	"	29.94	760.5	...	...	NW	4	...	"	30.20	767.0	...	...	NW	2	...
Tokio	"	30.06	763.5	...	...	NNW	3	...	"	30.20	767.0	...	...	NNE	1	...
Kochi	"	30.24	768.0	...	...	NNE	1	...	"	30.30	769.5	...	...	WSW	1	...
Nagasaki	"	30.28	769.0	...	...	NNE	1	...	"	30.26	768.5	...	...	NNE	1	...
Kagoshima	"	30.24	768.0	...	...	NNE	1	...	"	30.20	767.0	...	...	NE	1	...
Oshima	"	30.20	767.0	...	...	...	0	...	"	30.12	765.0	...	...	...	0	...
Naha	"	30.16	766.0	...	...	NE	1	..	"	30.06	763.5	...	...	SE	1	...
Ishigakijima	"	30.12	765.0	...	...	ESE	2	...	"	30.00	762.0	...	...	...	0	...
Bonin Island	"	30.06	763.5	...	...	NW	1	...	"	30.08	764.0	...	...	N	1	...
Chefoo	15	30.37	771.4	32	90	NE	2	b	6	30.32	770.1	24	100	NE	2	o
Shanghai	14	30.30	769.5	45	71	ENE	2	o	"	30.18	766.5	39	90	ENE	2	r
Gutzlaff	"	30.31	769.9	44	76	NE	1	o	"	30.19	766.8	42	100	NE	4	r
Sharp Peak	"	30.05	763.2	46	96	N	2	rf	7	29.99	761.7	50	92	N	1	o
Amoy	"	30.08	764.0	58	64	SW	2	o	6	30.03	762.7	52	93	ENE	4	o
Swatow	"	30.02	762.5	56	66	E	1	o	"	...	...	...	...	...	...	...
Taiheku	11	30.11	764.7	64	84	E	4	o	5	30.04	762.9	59	93	...	0	o
Taichu	"	30.19	765.3	64	...		0	o	"	30.04	762.9	57	...	...	0	o
Tainan	"	30.08	764.1	68	...	NE	4	o	"	29.98	761.4	59	...	NNE	4	o
Koshun	"	30.05	763.2	75	...	NNE	2	b	"	29.94	760.5	68	...	...	0	b
Pescadores	"	30.12	765.0	55	...	NNE	4	o	"	30.00	762.0	54	...	NNE	4	r
Hong Kong	14	30.01	762.3	68	76	E	4	o	6	29.97	761.2	57	92	E	4	o
Gap Rock	"	30.00	762.0	...	...	ENE	5	o	"	29.95	760.7	...	...	ENE	4	•
Macao	"	29.98	761.4	64	71	SE	2	o	"	29.95	760.8	55	96	ESE	2	o
Hoihow	"	29.91	759.7	73	82	SE	2	c	"	...	...	...	...	...	...	...
Pratas Island	"	29.96	761.0	76	76	ESE	1	bc	"	29.96	761.0	71	93	ENE	1	ed
Phulien	15	29.91	759.6	63	100	ENE	2	rf	7	29.92	759.9	63	100	ENE	4	rf
Tourane	"	29.88	759.0	77	...	SSW	4	bf	"	29.92	759.9	66	...	S	2	b
Cape St. James	"	29.91	759.6	77	...	ENE	4	b	"	...	...	...	...	...	...	...
Basco	14	29.92	759.9	73	85	E	4	r	6	...	...	...	...	...	...	...
Aparri	"	29.87	758.7	77	79	NW	2	o	"	29.93	760.2	70	96	NW	2	o
Tuguegarao	"	29.87	758.7	81	89	SE	1	o	"	...	...	...	...	...	...	...
Vigan	"	29.87	758.7	81	62	ENE	4	b	"	...	...	...	...	...	...	...
Manila	"	29.86	758.4	84	55	W	4	b	"	29.92	759.9	66	92	...	0	b
Legaspi	"	29.86	758.4	90	72	NE	2	b	"	29.91	759.6	73	98	...	0	b
Calbayog	"	29.86	758.4	86	75	SSE	4	o	"	...	...	...	...	...	...	...
Tacloban	"	29.87	758.7	59	73	SE	7	o	"	...	...	...	...	...	...	...
Iloilo	"	29.82	757.5	90	57	E	4	b	"	...	...	...	...	...	...	...
Cebu	"	29.84	757.8	86	61	SE	4	o	"	...	...	...	...	...	...	...
Surigao	"	29.85	758.1	82	74	E	4	o	"	...	...	...	...	...	...	...
Saipan	...	...	...	...	...	...	...	...	5	29.93	760.2	72	...	NNE	3	r
Guam	12.22	29.84	757.8	...	...	NE	4	o	4.22	...	...	...	...	...	...	...
Yap	11.00	29.85	758.1	...	...	ENE	2	o	5	29.88	758.9	79	...	ENE	2	c
Pelew	...	...	...	...	...	...	...	...	"	29.85	758.2	78	...	ENE	2	bc
Ponape	...	...	...	...	...	...	...	...	"	29.87	758.7	79	...	E	2	c
Labuan	14	29.83	757.7	83	67	NE	2	b	6	29.83	757.7	77	86	NE	4	b

February 4d. 10h. 54m.—The anticyclone is central to the north of Korea.
Moderate monsoon along the S.E. coast of China and light to moderate monsoon over the China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·01 inch. Total since January 1, 2·28 inches, against an average of 1·71 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON FEBRUARY 5.

DISTRICT.	FORECAST.
1.—Formosa Channel	N.E. winds, moderate.
2.—South coast of China between Hong Kong and Lamocks 3.—Hong Kong to Gap Rock 4.—South coast of China between Hong Kong and Hainan	E. winds, moderate; overcast, some rain.

T. F. CLAXTON, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, February 4.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.86	30.04	29.93
Temperature	68	57	57
Humidity	75	90	93
Wind—Direction	E	E	E
Force	4	3	3
Weather	O	OD	O
Rain	0.00	0.00	0.01

Highest open-air Temperature, 3: 58
Lowest open-air Temperature, 4: 57

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

$7.50

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AFTER YOU GO AWAY

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HONG KONG TIDE TABLE.

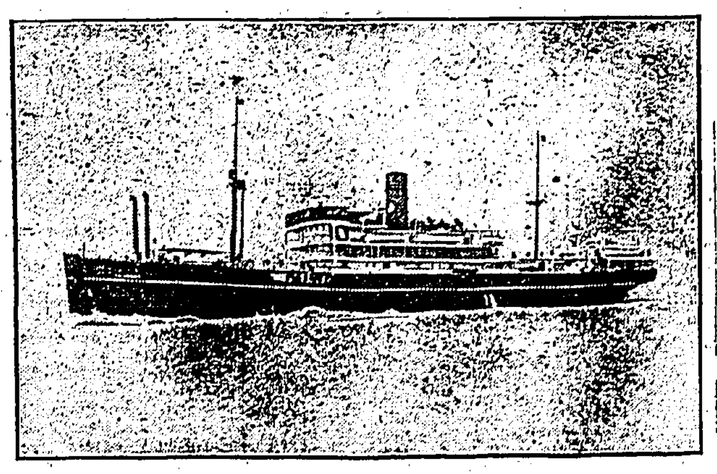
From February 5 to 11, 1930.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	High Water. Height.	Low Water. Hong Kong Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	5	m 0 53	5 7	m 7 42	2 3
		1 59 a	5 1	7 50 a	3 1
Thur.	6	m 1 56	5 0	m 8 15	2 7
		2 43 a	5 5	9 40 a	3 0
Fri.	7	m 3 6	4 3	m 8 51	3 0
		3 37 a	6 0	11 42 a	2 5
Sat.	8	m 5 22	3 9	m 9 36	3 3
		4 39 a	6 5	—	—
Sun.	9	m 7 9	3 7	m 1 0	1 8
		5 46 a	7 0	m 10 33	3 5
Mon.	10	m 8 33	3 8	m 1 55	1 2
		6 51 a	7 5	m 11 44	3 6
Tues.	11	m 9 39	3 9	m 2 41	0 6
		7 49 a	7 9	0 52 a	3 5

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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"KWAISANG"	Sun., 9th Feb., at 7 a.m.
	"FOOSHING"	Wed., 12th Feb., at 7 a.m.
	"HOPSANG"	Sun., 16th Feb., at 7 a.m.
	"HANGSANG"	Wed., 19th Feb., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE ...	"KUTSANG"	Tues., 11th Feb., at 7 a.m.
	"YUENSANG"	Tues., 18th Feb., at 7 a.m.
	"SUISANG"	Wed., 26th Feb., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA ...	"HOSANG"	Thurs., 13th Feb., at 3 p.m.
	"KUMSANG"	Tues., 18th Feb., at 3 p.m.
	"NAMSANG"	Mon., 24th Feb., at 3 p.m.
SANDAKAN ...	"HINSANG"	Thurs., 6th Feb., at Noon
	"MAUSANG"	Mon., 24th Feb., at 3 p.m.
TIENTSIN via SWATOW	"CHIPSHING"	Wed., 12th Feb., at 7 a.m.
	"CHEONGSHING"	Sun., 16th Feb., at 7 a.m.

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Motor Vessel "GLENAPP"	13th March
Motor Vessel "GLENBEG"	7th May
Steamship "GLENIFFER"	4th June

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Motor Vessel "GLENSHIEL"	13th February
Motor Vessel "GLENGLUCE"	6th March
Steamship "CARNARVONSHIRE" ...	14th March

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Pass.	S.S. "COBLENZ"	...	departure 9th Feb.
*Freight	S.S. "Schlesien"	...	departure 24th Feb.
Express Freight	S.S. "Franken"	...	departure 4th Mar.
Pass	M.S. "FULDA"	...	departure 8th Mar.
Freight	S.S. "Goslar"	...	departure 18th Mar.

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SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers JAPAN (Freight steamers

Pass.	M.S. "FULDA"	...	due here 11th Feb.
Freight	S.S. "Main"	...	due here 25th Feb.

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HAINING		Tuesday, the 11th Feb., at 3 p.m.

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17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver Arrive
EMPRESS OF RUSSIA	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 23
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4
EMPRESS OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 15	May 18	May 20	May 22	May 30
EMPRESS OF RUSSIA	June 4	June 7	June 10	June 12	June 21
EMPRESS OF ASIA	June 25	June 28	July 1	July 3	July 12
EMPRESS OF CANADA	July 10	July 13	July 15	July 17	July 25
EMPRESS OF RUSSIA	July 23	July 26	July 29	June 31	Aug. 9
EMPRESS OF JAPAN	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
EMPRESS OF ASIA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
EMPRESS OF RUSSIA	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
EMPRESS OF JAPAN	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 30	Nov. 3	Nov. 4	Nov. 6	Nov. 14
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29

(Regular Sailing Hour NOON).

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
Mar. 9, 5 p.m.	Mar. 11	EMPRESS OF CANADA	Mar. 14	Mar. 16
Mar. 31, 5 p.m.	Apr. 2	EMPRESS OF RUSSIA	Apr. 4	Apr. 6

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KOREA MARU Thursday, 6th Feb.
SHINYO MARU Wednesday, 19th Feb.

SEATTLE, VICTORIA via Shanghai & Japan Ports.
SIBERIA MARU Wednesday, 12th Feb.
SHIDZUOKA MARU Friday, 28th Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
HAKUSAN MARU Saturday, 8th Feb.
KITANO MARU Saturday, 22nd Feb.

SYDNEY & MELBOURNE via Manila & Ports.
KAGA MARU Wednesday, 19th Feb.
TANGO MARU Wednesday, 26th March

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU Tuesday, 11th Feb.
† TOKUSHIMA MARU Friday, 28th Feb.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU Sunday, 2nd March

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
BINGO MARU Wednesday, 5th Feb.

NEW YORK, BOSTON via PANAMA.
† KUMA MARU Thursday, 13th Feb.
† KAKO MARU Tuesday, 18th Feb.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
† DELAGOA MARU Monday, 17th Feb.

CALCUTTA via Singapore, Penang & Rangoon.
† CALCUTTA MARU Saturday, 8th Feb.
† MALACCA MARU Saturday, 15th Feb.

SHANGHAI, KOBE & YOKOHAMA.
† MURORAN MARU (Chemulpo direct) Sunday, 9th Feb.
† TSUSHIMA MARU Monday, 10th Feb.
† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information, apply to—
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KONINKLYKE PAKETVAART MAATSCHAPPY.

(Royal Packet Navigation Co. on Batavia)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 27th February, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. York Buildings Chater Road. [19

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 18,300 TONS; THROUGH CARGO 17,473 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:—

British	Cargo for H.K.	Through Ports.
Kwangchow,		
Bangkok	1,015	—
Tyndareus,		
Tacoma	4,682	—
Achilles,		
Shanghai	—	6,069
Nanchang,		
Saigon	2,380	—
Seang Bee,		
Rangoon	850	2,106
Tanda,		
Melbourne	604	1,250
Emp. of Asia,		
Vancouver	1,031	568
	10,562	9,987
American		
Pres. Jefferson,		
Manila	124	2,841
	124	2,841
French		
Canton,		
Haiphong	200	—
	200	—
Norwegian		
Prosper,		
Saigon	2,300	—
	2,300	—
Italian		
Esquilino,	200	2,500
	200	2,500
Japanese		
Daishu Maru,		
Miike	4,535	144
Takao Maru,		
Rangoon	98	2,001
	4,633	2,145
Chinese		
Shiu Hing,		
Macao	50	—
Tsang Woo,		
Woody Island	240	—
	290	—
Total	18,309	17,473

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	6
Japanese	6	0
Norwegian	1	0
Chinese	2	4
Dutch	0	2
French	1	1
American	2	0
Italian	1	1
Total	20	14

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Tyndareus (Br.) Tacoma, Osaka	58
Seang Bee (Br.) Rangoon, Singapore	327
Tanda (Br.) Melbourne, Manila	120
Empress of Asia (Br.) Vancouver, Shanghai	215
Total	730

Talma will leave Amoy on the 5th instant and is due here on the 6th instant.

NAVIGATION WARNING.

Information has been received from the Central Government requesting that British merchant vessels be warned against navigating the upper West River above Teng Hsien, about 30 miles above Wuchow, for the period of two weeks from January 21, due to the outbreak of hostilities.

PASSENGERS.

Arrivals.

The following passengers arrived here yesterday by the s.s. Bingo Maru:—Miss Matsu Asato, Mr. Yoshiro Sugita, Mr. Heiji Nihei.

The following passengers arrived here yesterday by the s.s. Kamo Maru:—Miss E. M. Anderson, Mr. R. H. Beavan, Mrs. and Miss M. Brenan, Mr. and Mrs. H. Brotherton, Miss J. Brotherton, Mr. A. Cambell, Mr. H. P. Dix, Mr. R. A. Forbes, Mr. St. M. Farnham, Mr. F. C. Hall, Mr. and Mrs. M. Lukens, Mr. T. Marlkie, Mr. and Mrs. R. A. May, Master R. E. May, Mr. and Mrs. J. D. Mooney, Miss Ming Thye, Mr. J. D. O'Toole, Mr. and Mrs. H. B. Phillips, Mr. and Mrs. M. S. Rice, Mr. V. P. Safford, Mr. and Mrs. O. Taylor, Mr. A. Weiss, Mr. W. Weir, Mr. L. C. Zabaljauregui.

SHIPS IN HARBOUR.

The following vessels were in harbour yesterday:—

Wharves:—Kowloon: Sado Maru, Pres. Jefferson, Honolulu Maru, Tanda; A.P.C.—North Point: Patrick Henry; Socony—Laichikok: Golden Dragon; O. S. K.: Menado Maru; Douglas Lapraik: Haiching.

Docks:—Kowloon: Emp. of Russia, Venezia, San Bernadino, Chip Shing, Kum Sang, Lach Tray, Wai Shing, Hong Peng; Taikoo: Siberia Maru, Kingyuan, Wing Lee, Fatshan, Chekiang, Huichow, Kanchow; Cosmopolitan: Riberio.

Buoys:—A1 Tjisondari, A2 Achilles, A3 Kanagawa Maru, A4 Korea Maru, A5 Tyndareus, A6 Remo, A8 Kwangchow, A10 Bonneville, B11 Kwangtung, B12 Namchang, B13 Kaying, C14 Chung Kong, C15 Sokudal, C16 Helikon, C17 Borneo, C18 G.G. Merlin, C19 Foo Lee, B20 Chin Hua, B21 Tsang Woo, B24 Taisei Maru, A25 Amur, A27 Seang Bee, B32 Chaksang, B34 Yuan Lee, C35 Bintang, B36 Sunkong, B38 Prominent, C39 Helios, C40 An Lee, C41 Prosper, C42 Vav, C43 Chusan, C44 Marly, C45 Kronviken, C46 Canton, C47 Taming, C48 Shunchih, C53 Koshun Maru.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin:—Tamar, Iroquois, Herald, Sterling, Petersfield.
In Dock.—Seraph, Moorhen.
No. 8 Buoy.—Bruce.
No. 12 Buoy.—Thracian.
No. 13 Buoy.—Cicala.
Foreign.—*Nil.*

WITHIN CALL.

The following ships expected to be in wireless communication with Hong Kong to-day:—Sekko Maru, President Jefferson, Fulda, Kinzan Maru.

ARRIVALS.

February 3.

Benaris, Swedish str., 3,509 tons, Capt. Hidding, from Manila, buoy No. B55.—Gilman & Co.

Daishu Maru, Japanese str., 1,861 tons, Capt. T. Torii, from Miike, Yaumati.—M.B.K.

Prosper, Norwegian str., 1,376 tons, Capt. E. D. Knutsen, from Saigon, buoy No. C41.—K. Larsen & Co.

February 4.

Achilles, British str., 7,199 tons, Capt. D. T. Williams, from Shanghai, buoy No. A2.—B. & S.

Apoey, British str., 1,776 tons, Capt. C. W. Shearer, from Saigon, buoy No. A28.—Wo Fat Sing.

Bingo Maru, Japanese str., 3,724 tons, Capt. J. Yamada, from Moji.—Kowloon Wharf.—N.Y.K.

Devawongse, Chinese str., 1,033 tons, Capt. E. Fieldker, from Swatow, Shumshuipo.—Chau Yue Teng.

Golden Dragon, American str., 4,520 tons, Capt. C. H. Bruen, from Foochow, Laichikok.—States S.S. Co.

Hirundo, Norwegian str., 1,125 tons, Capt. E. R. Hannevig, from Swatow, buoy No. C36.—Thoresen & Co.

Kamo Maru, Japanese str., 7,954 tons, Capt. S. Enya, from London and ports, Kowloon Wharf.—Variety.

Kinzan Maru, Japanese str., 998 tons, Capt. T. Matsumoto, from Swatow, Yaumati.—N.Y.K.

Kwangchow, British str., 1,576 tons, Capt. D. Lupton, from Swatow, buoy No. A8.—B. & S.

Nanchang, British str., 1,488 tons, Capt. G. A. Evans, from Saigon, buoy No. B12.—B. & S.

Palembang, Dutch str., 1,029 tons, Capt. W. Ouwerkerk, from Tamsui, North Point.—A.P.C.

Remo, Italian str., 6,015 tons, Capt. W. Cornell, from Shanghai, buoy No. A6.—Dodwell & Co.

Roko Maru, Japanese str., 2,012 tons, Capt. H. Go, from Canton, Yaumati.—M.B.K.

Seang Bee, British str., 3,784 tons, Capt. J. G. Connor, from Singapore, buoy No. A27.—Tuan Kee & Co.

Tyndareus, British str., 7,172 tons, Capt. J. W. R. Findley, from Osaka, buoy No. A5.—B. & S.

Yei Maru, Japanese str., 1,849 tons, Capt. K. Takahashi, from Cantons, Yaumati.—M.B.K.

CLEARANCES.

February 4.

Achilles, for Singapore.
Benares, for Yokohama.
Bingo Maru, for Singapore.
Bintang, for Bangkok.
Borneo, for Saigon.
Canton, for Haiphong.
Chak Sang, for Swatow.
Chusan, for Swatow.
Emp. of Asia, for Manila.
Eva, for Haiphong.
Foo Lee, for Canton.
Golden Dragon, for Saigon.
Hai Ching, for Swatow.
Kamo Maru, for Shanghai.
Kaying, for Bangkok.
Kinzan Maru, for Canton.
Kronviken, for Chefoo.
Kwangtung, for Saigon.
Marly, for Saigon.
Palembang, for Tamshui.
Prominent, for Tsingtao.
Remo, for Singapore.
Sunkong, for K. C. Wan.
Tjisondari, for Manila.
Yei Maru, for Hoihow.

BANK LINE LTD.

AGENTS FOR

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"CITY OF HEREFORD" ... London, Rotterdam & Hamburg 9th March

NEW YORK, BOSTON & BALTIMORE AMERICAN AND MANCHURIAN LINE
"CITY OF LILLE" 19th March

ALSO AGENTS FOR

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"KARMALA"	9,128	15th Feb.	Mars., L'don, Hull, R'dm. & A'werp.
*"KIDDERPORE"	5,334	19th Feb.	Straits, Colombo & Bombay.
"MACEDONIA"	11,120	1st Mar.	Marseilles and London.
"KASHMIR"	8,985	8th Mar.	[Mars., L'don, Hull, R'bg., R'dm. & A'werp.
"KALYAN"	9,144	15th Mar.	Mars., L'don, Hull, R'dm. & A'werp.
*"ALIPORE"	5,273	19th Mar.	Straits, Colombo & Bombay.
"RAWALPINDI"	16,619	29th Mar.	Bombay, Marseilles and London.
"MALWA"	10,980	12th Apr.	Bombay, Marseilles and London.
"RAJPUTANA"	16,568	26th Apr.	Bombay, Marseilles & London.
"KASHGAR"	9,005	10th May	Mars., L'don, Hull, R'dm. & A'werp.
"MANTUA"	10,946	24th May	Bombay, Mars. & London.
"KHYBER"	9,114	31st May	Marseilles, London & Hull.
"KHIVA"	9,135	7th June	do.
"RANPURA"	16,601	21st June	Bombay, Marseilles & London.
"KARMALA"	9,128	5th July	[Marseilles and London.
"MOREA"	10,954	19th July	Bombay, Marseilles & London.
"KALYAN"	9,144	2nd Aug.	Marseilles, London and Hull.
"RAJPUTANA"	16,568	16th Aug.	[Bombay, Marseilles and London.
"KASHMIR"	8,985	30th Aug.	Marseilles & London.
"MANTUA"	10,946	13th Sept.	Bombay, Marseilles & London.
"KASHGAR"	9,005	27th Sept.	Marseilles & London.
"MALWA"	10,980	11th Oct.	[Bombay, Marseilles & London.

* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TALMA"	10,000	8th Feb., 3 p.m.	Singapore, Penang & Calcutta
*"SHIRALA"	7,841	13th Feb.	do.
"TAKLIWA"	7,936	25th Feb.	do.
"TILAWA"	10,006	11th Mar.	do.
"TALAMBA"	8,018	14th Mar.	do.
"TAKADA"	9,649	28th Mar.	do.
"TALMA"	10,000	12th Apr.	do.

* Calls Rangoon.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"TANDA"	8,956	28th Feb.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne
"ST. ALBANS"	4,500	4th Apr.	
"NELLORE"	6,853	2nd May	

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

*"ALIPORE"	5,273	11th Feb.	S'hai., Moji and Kobe.
"KALYAN"	9,144	15th Feb.	S'hai., Moji, Kobe & Yokohama.
"TILAWA"	10,006	20th Feb.	Amoy, Moji, Kobe & Osaka.
"TALAMBA"	8,018	21st Feb.	Amoy, Moji, Kobe & Osaka.
"RAWALPINDI"	16,619	28th Feb	S'hai., Kobe & Yokohama.
"TAKADA"	9,949	7th Mar.	Amoy, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,980	14th Mar.	S'hai., Moji, Kobe & Y'hama.
*"NAGPORE"	5,283	17th Mar.	do.
"TALMA"	10,000	22nd Mar.	Amoy, Moji, Kobe & Osaka.
*"BELTANA"	—	27th Mar.	S'hai., Moji, Kobe & Yokohama.
"RAJPUTANA"	16,568	28th Mar.	S'hai., Kobe & Yokohama.
"KHYBER"	9,114	6th Apr.	S'hai., Moji, Kobe & Yokohama
"KASHGAR"	9,005	11th Apr.	do.
"MANTUA"	10,946	25th Apr.	do
*"LAHORE"	5,304	5th May	do.
"KHIVA"	9,135	9th May	do.
"RANPURA"	16,601	23rd May	do.
"KARMALA"	9,128	6th June	do.
"MOREA"	10,954	20th June	do.
"KALYAN"	9,144	4th July	do.
"RAJPUTANA"	16,568	18th July	Shanghai, Kobe & Y'hama.
"KASHMIR"	8,985	1st Aug.	S'hai., Moji, Kobe, & Yokahama
"MANTUA"	10,946	15th Aug.	do.
"KASHGAR"	9,005	29th Aug.	do.
"MALWA"	10,980	12th Sept.	do.
"KHIVA"	9,135	26th Sept.	do.
"MOREA"	10,954	10th Oct.	do.
"MACEDONIA"	11,120	24th Oct.	do.
"RAWALPINDI"	16,619	7th Nov.	S'hai., Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	S'hai., Moji, Kobe & Yokohama.
"RANCHI"	16,650	5th Dec.	S'hai., Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
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Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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† m.v. "AGRA"		25th Feb.
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m.v. "NANKING"		6th April

† Also loading direct for Genoa.
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s.s. "SUMATRA"		3rd March
m.v. "NANKING"		7th March

For further particulars, apply to the Agents—
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MAIL NOTICES.

News of Inward and Outward Mails will be found on page 11.

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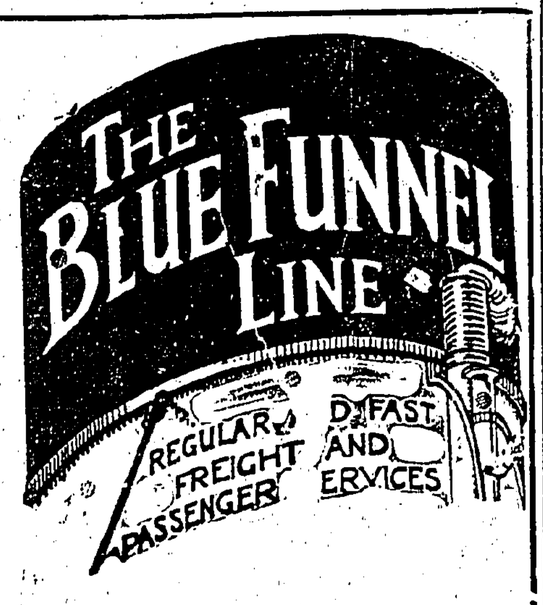
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"HECTOR" 19th Feb., M'les., L'don., R'dam. & Glasgow.
*Sails at Daylight.

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Leaves Hong Kong	Leaves Singapore	Arrives N. York.
"HECTOR" 19th Feb.	"TAMUS" 3rd Mar.	10th Apr.

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"TYNDAREUS" 15th Feb., Victoria, Vancouver & Seattle.
"PROTESILAUS" 6th Mar., Victoria, Vancouver & Seattle.

INWARD SERVICE.
"MENELAUS" 6th Feb., S'hai., Moji, Kobe & Y'hama.

PASSENGER SERVICE
*"HECTOR" 19th Feb., Singapore, M'les. & London.
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Also cargo steamers with limited passenger accommodation at specially reduced fares.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

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Issued & Fully Paid-up...$20,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,000,000

Reserve Liability of Proprietors$20,000,000

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Canton	London	Shanghai
Chefoo	Lyons	Singapore
Colombo	Malacca	Sourabaya
Dairen	Manila	Sungei Patani
Foochow	Muar (Johore)	Tientsin
Haiphong	Mukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		
Hongkew		
Iloilo		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 3rd Feb., 1930. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

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Paid-Up Capital...Gldrs. 80,000,000- (£6,666,667.)
Reserve Fund.....Gldrs. 40,000,000- (£3,333,333.)

Head Office:—Amsterdam.*
Eastern Head Office:—Batavia.
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London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
P. M. ELBERG,
Manager.
Hong Kong, 27th May, 1929. [31

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.

AUTHORIZED CAPITAL	$11,000,000
PAID-UP CAPITAL	8,664,200
RESERVE FUND	850,000

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LOOK POONG SHAN,
Manager.
27]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES & BRANCHES:

ALOR STAR (Malay States)	HONG KONG	TONGKAH (Bhuket)
AMRITSAR	IPOH	RANGOON
BANGKOK	KARACHI	SAIGON
BATAVIA	KLANG	SEMARANG
BOMBAY	KOBE	SEREMBAN
CALCUTTA	KUALA	SHANGHAI
CANTON	KANGSAR	SINGAPORE
CAWNPORE	KUALA	SOURABAYA
CEBU	LUMPUR	TAIPING
COLOMBO	KUCHING	(F.M.S.)
DAIREN	MADRAS	TAVOY
DELHI	MANILA	TIENTSIN
HAIPHONG	MEDAN	TOKYO
HAMBURG	NEW YORK	TSINGTAO
HANKOW	PEIPING	YOKOHAMA
HARBIN (North Manchuria)	PENANG	ZAMBOANGA (Philippine Islands).
	PESHAWAR	

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hong Kong, 9th Jan., 1929. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE
(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up ...	50,000,000
Special Working Capital	50,000,000
Reserves	22,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peping	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.
Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid up Capital	£1,050,000
Reserve Fund and Rest ...	£1,612,047

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Karachi	Madras
Batavia	Kota Bharu	New York
Bombay	Kuala Krai	Penang
Calcutta	(Kelantan)	Port Louis
Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Galle	Kuala	Shanghai
Hong Kong	Lumpur	Simla
Howrah	Kuantan	Singapore
Ipoh	(Pahang)	Sourabaya
Kandy		

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.
INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager
7, Queen's Road Central.
Hong Kong, 1st Oct., 1929. [29

THE BANK OF CHINA.
中國銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...	$60,000,000.00
PAID-UP CAPITAL	19,760,200.00
RESERVE FUND	9,864,398.62

Head Office:—PEPING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUSTY CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.
Hong Kong, 13th June, 1927. [28



BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital	Frs.72,000,000.00
Paid-up Capital ...	Frs.68,400,000.00
Reserve Fund	Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Thanhoa
Fort Bayard	Papeete	Tientsin
Haiphong	Peping	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

A. LECOT,
Manager.
Hong Kong, 2nd May, 1929. [32

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000
Reserve Fund Yen 108,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Kai Yuen	Rangoon
Batavia	Karachi	Saigon
Bombay	Kobe	Soerabaya
Calcutta	London	San
Canton	Lyons	Francisco
Changchun	Los Angeles	Seattle
Dairen	Manila	Semarang
(Dalny)	Nagasaki	Shanghai
Fengtien	Nagoya	Singapore
(Mukden)	Newchwang	Shimonoseki
Hamburg	New York	Sydney
Hankow	Osaka	Tientsin
Harbin	Peping	Tokyo
Hong Kong	Rio de	Tsinanfu
Honolulu	Janeiro	Tsingtao

Buenos Ayres (Temporarily closed).
Vladivostock (Temporarily closed).
Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong, Sept. 11, 1929. [25

AGENCIES.

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EXCHANGE.

CLOSING QUOTATIONS.

February 4, 1930.

ON LONDON.—	
Telegraphic Transfer...	1/6¼
Bank Bills, on demand	1/6 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/6½
Credits, at 4 months' sight	1/7¼
Documentary Bills, 4 months' sight	1/7⅛
ON PARIS.—	
Bank Bills, on demand	94⅞
Credits, 4 months' sight	102½
ON NEW YORK.—	
Bank Bills, on demand	37⅛
Credits, at 60 d/s.	38⅛
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	102
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	102
ON SHANGHAI.—	
Bank Bills, at sight ...	80
Private, 30 days' sight	—
ON YOKOHAMA.—	
On demand	75¼
ON MANILA.—On demand...	74½
ON SINGAPORE.—	
On demand	65⅞
" BATAVIA.—On demand...	92⅜
ON HAIPHONG.—	
On demand	nom.
ON SAIGON.—On demand...	nom.
ON BANGKOK.—	
On demand	122
SOVEREIGN, Bank's Buying rate	12.15
GOLD LEAF, 10 fine, per tael	—
BAR SILVER, per oz.	20 3/16

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."

Quoted from Pitman's Dictionary of Banking by Wm. Thomson.

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